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WHOLE No. 2448.

PACIFIC CABLE HAS BEEN LAID TO WITHIN A SCORE OF MILES OF HAWAII

Silvertown Enters This Port After Rough and Sensational Voyage.

(From Saturday's Daily.)
LYING in 450 fathoms of water, attached by a strong line to a buoy which rides the waves above, indicating the presence and furnishing the connection with the strand beneath, the cable which means the advent of the new Hawaii, is now within twenty miles of the Island shores.

After twelve days of such cable laying as has never before been experienced by the experts aboard the vessel, days when the question of cutting the cable was uppermost in the minds of all, as the only means to save the precious line, the Silvertown, yesterday morning, when two hours' steaming off Makapuu Point east overboard the end of the first stretch of the Commercial Pacific cable and ran into this harbor to look over the ground and reef before undertaking the putting down of the local shore end and the intermediate weight line, which will connect the so-called rock cable with the deep sea line, which is now off the lee coast.

It was a great feat, the laying of the cable, and the men who carried it through successfully were received with acclamation when they arrived at their destination, for the Silvertown will have finished its task when the cable yet to be put down, some thirty-five miles in all, is under water and connected, and the remainder of something like 250 miles rests in the cable tank on the lee reef. Met off the harbor by prominent men of the city the ship was cheered, its men were greeted with a hearty aloha and the music of the band helped to make the occasion of the coming of the vessel which will have bridged the distance between continent and islands, one memorable to citizen and visitor alike.

Disturbed by the reports from Fanning, heartened by the news in the San Francisco journals and made jubilant by the telephone from Waimanalo before 10 o'clock yesterday morning that the great ship was coming, the people of Honolulu, despite post-holiday solitude seeking, turned out in numbers to see the Silvertown. The Eleu took to the offing where the cable vessel was undergoing examination by the port physician, the officers of the government, and the Ke Au Hou had a crowd of the general public, while special guests of Irwin & Company went out in the Fearless. The band was on the tug and there was music all the way into the naval dock, where the ship is now berthed.

It was a tale of high seas and the putting out of a buoyed cable end and the officials on board told. The seas swayed the light vessel so that to splice and lay the intermediate cable was impossible, and so the end was marked and dropped and the ship came in for coal which will put it down so that some steadiness will result.

MAY LAND TODAY.

While nothing can be said as to the movements looking to the completion of the work, it is believed that the shore end of the cable will be laid off Sans Souci this afternoon. The plan will be announced this morning and the laying of the mile or more of cable will take place as soon as possible thereafter. The only trouble now encountered is to secure a power lighter to carry the thirty tons of special armored cable inside the reef and close to the shore. If this cannot be done then the great wire wound conductor will be transferred from the ship by its own small boats.

The task will not consume many hours and the question then will be the putting down of the intermediate cable which weighs about fifteen tons to the mile, and which will reach from the mile of rock cable to the junction with the deep sea conductor, which weighs only 1.844 tons to the mile. The work to be done will require time, principally owing to the splicing to be performed. The cable will not be laid in deep water, in comparison with what has been passed, as during the trip the ship put down cable in an average of 2650 fathoms, reaching above 3000 and getting as shallow as 2400 out in the sea.

There will be special invitations for the witnessing of the laying of the shore end, and the recipients will be the guests of the Commercial company at the premises of Mr. F. M. Hatch. The lands of the company are too small and those of the neighbor have been tendered. Admission will be entirely by ticket, issued by the company. The connection is yet in the distance, but

it will not be beyond the first of the week, the time depending somewhat upon the subsidence of the storm on the north.

HOW THE LINE WAS LAID.

The foretaste of the Pacific's way of receiving the thread which will soon cross from side to side and complete the exploration of the depths of the great sea which was had by the engineers of the expedition on Friday, December 12, when the unsuccessful attempt was made to put down the San Francisco shore end was more than fulfilled by the experiences which crowd the record of the twelve days' cable laying. Rough and boisterous was the treatment bestowed upon the great ship which, as its precious load was laid upon the floor of the ocean, became more and more the toy of the wildest waves which have been seen along the track of the steamships between San Francisco and Honolulu for many years.

The story of how the surf beat back the boats and rendered unsafe the laying of the slender cable has been told and the trip of the vessel described through the brief bulletins which passed between the ship and shore at noon each day. Then alone was the line used for speaking purposes. Every other minute of the day there were being pressed the tests, which were continuous and exhaustive, each minute the cable, as it passed over the great wheels at the stern of the ship, showing that no damage had resulted from its wearing as it sped to its resting place on the floor hundreds of fathoms below. These tests were made, not only on board the ship, but when the California shore was left behind, there were in the cable hut facing the west four men whose duty it was to constantly watch the fluctuations of the spot upon the scale. It was a matter of arrangement when the tests should be discontinued so that the day's reports could be made. The hour of meridian is usually chosen, for the observations made at that time show the position of the vessel and enable the engineers in charge to make comparison of the work they have done during the run.

So careful are the men who do this that it was five minutes less than an hour between the time that the Newsboy, the steam lighter, had carried off the shore end of the cable from the California coast to the Silvertown, laying seven miles out at sea, and the receipt of the first signal from the shore, telling that the connection was made, was perfect, and that the prow of the ship might be turned to the southwest and the eventful journey begun. This was a work of only a few minutes, for when the shore end was received from the Newsboy it was taken in over the bow, but there was a loop to the stern, which was gently lowered into the sea, the strain was taken by the paying out drum, the propeller began to revolve as the vessel's head swung into the course, there was nothing in the way of machine or electrical connection or apparatus which did not respond to the touch of life, the order for the cruising speed was given, and at a half hour past midnight on Sunday, December 14, the actual start of the Silvertown, with seven miles laid which do not appear on her reports as they were taken from the lighter, was made and reported.

STORMS MARK THE JOURNEY.

Out into the darkness of the night, with the slender thread of copper and its multiform coverings, steamed the Silvertown. There was little sea on at the time, but everything had to be smoothed up, and the speed was a little below the seven knots. This speed was maintained till close to 11 o'clock, when the hitherto smooth sea took on the grey of an approaching storm, and the hour between the time when the barometer began to fall and the noon reckoning was one which gave passage of approaching troubles. When the count was made up at noon it was found that 70 miles had been traversed, and as the ship's new day began the motion of the Silvertown took on several new things in rolls, and early in the afternoon the rails were under water and seas were shipped with each toss of the vessel.

During the night the seas increased, the wind coming from the west, and as the head of the vessel was to the southwest there was a nasty cross sea, accompanied by a roll which made life aboard anything but pleasant. Tuesday morning broke with the vessel making ground and lofty rumbles, green water spraying over the bridge,

and the men who were compelled to move about doing so by the aid of ropes which were stretched from end to end of the decks. It was a terrible time for men and cable together. Seas broke over ladders, smashed in lights and flooded galley and starboard saloon, and two of the minor help were injured. Through it all the vessel held to the southwest, and despite the desperate pulling of the cable strand there was perfect control maintained.

More than once on that Tuesday there was seriously considered the cutting and buoying of the cable, but the excellent management of the ship by Captain Morton, and the superb handling of the cable machinery by Engineer Benest and his capable corps, prevented recourse to this heroic treatment, and the day and night were weathered, the storm abating in the evening, though seas continuously swept the deck and made life above the hatches a problem. During the period between noon of the 15th and noon of the 16th only 182 miles could be logged. The Wednesday was a good day, however, the sea smoothing out its ruffles and giving the navigators an idea of how nice the Pacific could treat strangers. It was with a record of 195½ miles that the noon report was made, and the outlook was for the same kind of fast work during the remainder of the trip. Thursday's record was better, with 207 miles and a total of 661 for the half of the week which had been passed, and with the promise of further trouble, for a falling barometer gave indication of worse luck ahead.

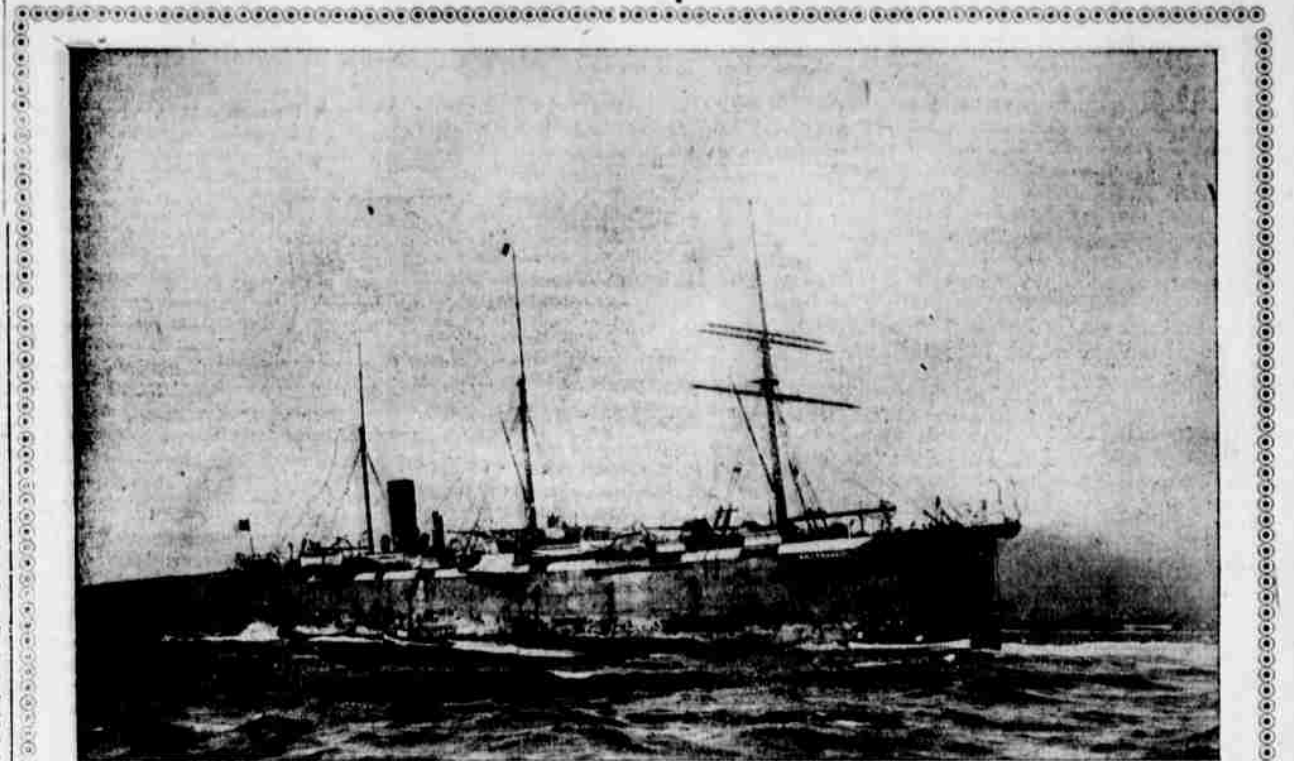
The Friday after the false start had been made saw a perfect day, but owing to the fact that the main tank of cable had been exhausted, there having been taken out 929 miles of cable, there was a delay of about an hour during the evening in changing, which cut down the record to 204 miles. There was little out of the ordinary which marked the week end, the vessel, relieved of nearly half her cargo, rolling like mad, and the speed being maintained at about eight knots, the days' work netting 189 miles. Sunday just seven days out from California, was the most perfect day of the entire trip and the men, both in the engineers' department and in the management of the ship, felt that the worst was passed.

LAST WEEK OPENS.

Monday was marked by two events. The British cable was crossed at 4 o'clock in the morning and the California folk sent some news of the outside world for the workers aboard. There was some increase in the seas and the winds and the appearance of another storm was imparted by the choppy seas which rose and sent the great ship rolling about like a porpoise. The record showed 211 miles for the twenty-four hours. The first real accident of the trip was recorded this day, owing to the slipping of one of the men whose duty keeps him in the tanks, where, with a score of others, he watched the unclogging, assisting in it, of the great circles of the cable, was caught by the running strands and suffered the dislocation of his shoulder, as well as many bruises.

Tuesday of this week marked the most unusual weather of the entire cruise, for it was decidedly uncommon for the latitude in which the ship then was. The great vessel was rapidly losing its load, and in consequence became more and more the sport of the waves which swept over the rails. The roll was something terrible, and the handlers of the slender cable had a bad night of it. Another man was caught in a coil and had to go to the sick bed; but despite wind and sea the day netted for the record of progress 197 miles.

The end was approaching and everyone was ready to welcome it, for between the westerly winds and the light draft of the ship there was a roll which made it far from pleasant, even for the men whose lives had been spent in the business of cable laying. The wind did not freshen, though, and Wednesday was greeted with applause, for the sky cleared and the ship rolled right along, adding the score of 207 miles to the long line of strand which then connected the California coast with the mid Pacific. The first vessel of the trip was sighted, a schooner far off to the south and bound for the coast. The day's work, too, showed the deepest valley of the ocean's floor. The average, closing with the noon hour, indicated that the cable of the day had dropped into 3000 fathoms, the deepest point being 3083 fathoms.



THE SILVERTOWN ARRIVES.

(Photo by Rice & Perkins.)

STORM ON THE COAST.

There was to be no holiday for the busy men aboard the ship, though the holiday feeling was there and everyone, from chief to scullion, was in fine humor over the fact that 500 miles would bring sight of land. The morning showed a cool strong breeze and the sea was running with vigor, causing the ship, which now showed nearly twenty feet of free board, to roll almost to the dangerous angle. The second change of tanks, this time from the after one to the fore tank, was made during the night without trouble, and the last leg of the work was fairly on. The noon hour-observation showed that 215 miles for the day had been passed, and that 2,169 miles of cable had been dropped into the sea.

But the afternoon and evening were such as to try the hearts of the bravest of all. The wind which swept as a gentle breeze through the rigging all day turned into a gale and howled over the rolling craft. Empty, almost, the vessel turned on the sides, the angle of rolling passing forty degrees, and the life boats on the upper davits being dipped into the green seas which went swirling over the decks. The officer of the deck was lashed into his place and the quartermaster was kept busy holding his place beside the wheel. The pitch of the light ship was increasing and the screw half exposed in smooth water, often raced as the seas lifted the stern high out of water.

Men who have given the better part of a generation to the laying of submarine cables admitted their impotence to cope with the conditions. To no subordinate did Mr. Benest and his chiefs leave the watching of the cable as it was drawn out of the tanks and dropped into the foaming waters, which, radiant with phosphorescent glow, stretched in mountains astern and ahead as well. All night the men with eye and hand upon the brakes which held the great drums, regulating the speed of the cable, into the ocean, stood to their task and when the relief came, it meant only that two men instead of one watched the working of the machinery. Capt. Morton had figured that the end of the deep sea line should be dropped at 3 a. m. and all hands were ready for the task, which it proved was to be one which tried the mettle of the men engaged in it.

The pitch of the ship increased, until the cable was drawing with something like five tons pressure upon the drums and brakes. It was a serious question if the pitching of the ship would not make it necessary for the slender strand to be cut and sent adrift rather than to risk the possible serious damage to the machines by the tugging which marked each plunge of the ship. At length the records showed that 2,239 miles of the cable had been sent overboard. It was the end of the sea line and the time for the splicing of the intermediate cable. But this could not be done. With a ship so light it was impossible for the men to hold it to the sea and so it was decided to buoy the cable and make for Honolulu, there to take in coal and be ready for the final task. There were two jobs, however, for the buoy, a great iron tank twenty feet high and as much in diameter, had to be handled, and it was a job which meant risk. But it was done, the sounding apparatus showed 45 fathoms and with a manila cable best on to the chain of the buoy, and all made fast to the cable the end was sent adrift at 3:40 o'clock. It was a fearful and terrible hour. The wind was blowing in gusts, the force of the pitching eight or nine, hurricane dimensions, and the moment when everything was ready to send off the great buoy and the end of the line to San Francisco came at a most untoward moment.

CABLE SENT ADRIFT.

The wind suddenly gained in

strength. The ship rolled and tossed and the strain on the cable was terrible. To those who were doing all that ingenuity and skill could do for the safety of the cable, it was a trying moment. The men who were making fast the lines and swimming out the buoys, grasped the stanchions for safety as a mighty wave sent the ship high into the air, and the thrashing screw added its roar to the thunder of the winds great guns above. All was ready and the cable was let go and the manila rope went singing through the sheave, burying itself as it sped, and then all was quiet except the elements, and the searchlight showed the red buoy floating on the waves. The lights went out and for a moment all was confusion. A mile was traversed and then a second buoy with a light which will burn for ninety hours was set out as a guide with which to find the cable buoy.

It was done and the only thing was to make for Honolulu harbor to reef and lay the shore end and intermediates and thence back for the dropped section of sea cable. The position of the ship was known only by dead reckoning and it was figured that land could not be more than twenty miles away so there was nothing done but keeping the head of the ship into the seas. Dawn showed Makapuu Point and at once speed was made and the vessel, reported first from Waimanalo, was off the harbor at 11 o'clock and came to berth in the naval slip at noon.

It was a dramatic and terrible ending to a trip which is for many of the experts the worst ever made. The ship was adrift almost, the weather was terrible and the seas which swept over the ship and the drifting about of the dunnage made the scenes memorable for all who were on board, and yet there was no serious damage done and the vessel was kept on the course, dropped the cable just where it was intended and quit just where the instructions showed it wise.

But there was no holiday for the men, and after they had come to port yesterday there was a decided period of quietness, for the men were played out. Captain Morton and Chief Benest were not seacore, and down to the mildest man of all there was a desire to rest.

AN INTERESTING CRAFT.

There is no more interesting ship afloat than the cable steamer Silvertown, unless perhaps it be another vessel of the same type. The Silvertown, to an outsider, is a mass of machinery, a perfect maze of wheels and cylinders, but to the electrical men on board it is the simplest kind of a toy, although one that is played with seriously. A run straight through the vessel would bring out enough information to fill a cyclopedia. A reporter was taken by one of the engineers over the whole vessel. He explained how the cable machinery had been worked during the whole voyage.

Starting with the main cable tank, a great cavity in the vessel large enough to take the whole cargo of many a large sailing ship, from which 964 nautical miles of cable had been paid out, one sees machinery after machinery in every direction. When the engineers found they had but fifty or sixty miles of cable remaining in the main tank they took the end of the cable leading up from the bottom of the tank and spliced it to the end of the cable in the after tank. This was a work of three or four hours, and during all this time the cable was being paid out at the regular rate. When it was discovered that but a short piece of cable was left in the main tank the vessel was stopped so that the remainder could slide out easily without making too big a jerk on the part with which it was connected in the after tank. The delay in this case was less than five minutes. Then the 361 flasks of cable, each flask contain-

ing 3.8 nautical miles, was paid out from the after tank, and the operation of splicing the end of this with the end of the cable in the fore tank of the vessel was carried on. Some cable, consisting of the big shore end, still remains in the after tank, and all the cable in the fore tank had not been paid out at the time the line was cut and buoyed near Molokai channel yesterday morning.

CABLE RACING THROUGH WHEELS.

If one were to mark with chalk a portion of the cable and watch it as it left the vessel's tanks he would have seen some lightning like work. Down in the tank itself the cable was coiled around a big drum, and frames known as crinolines kept the cable from mixing up, while a dozen men were always stationed in the tank to keep the cable in good shape. As it went up from the tank it went along through a metal trough until it reached a big drum, round which the cable was wound several times. This drum was fitted with many powerful brakes, and these were connected with a dynamometer through which the cable passed. This registered the strain on the cable, and when the strain became too heavy a man watching the dynamometer operated the brakes of the big drum. After leaving this instrument, the cable passed to the massive wheels which are situated at the stern of the vessel and glided down into the sea.

As the cable paid out over these massive wheels it slowly sank to the bottom at the rate of one and a half to two feet per second. The direction in which it sank was twofold, sliding and falling, sliding down the inclined plane of descent and falling by gravity in a direction parallel with itself.

TREMENDOUS WEIGHT OF CABLE.

The weight of the cable at times was tremendous. When the vessel was laying cable in 2,000 fathoms of water the ground end of the cable was twenty miles astern and as the cable left the vessel it took nearly three hours for it to strike the bottom. During this time the speed of the vessel was seven or eight knots an hour, but the cable was moving much faster as the cable had to go up and down over hills and valleys and was longer than the distance the vessel traveled over the sea level.

During all the time that this cable was being paid out electricians were constantly testing it. In the testing room connections were made with the shore house at San Francisco, where four other electricians were posted. Work was being done every moment, so that a fault in the cable could not possibly occur without the electricians knowing it.

While all soundings were made for the cable before the Silvertown started on her voyage, the vessel still had to make soundings very often. She also had to have difficult navigation performed. She could not simply take the most direct route to Honolulu, but had to go over exactly the same route as the United States Fish Commission steamer Albatross did in making the original soundings, and in order to do this the navigators of the Silvertown took more observations than are ever taken on any battleship or big passenger liner. By day a close watch was kept upon the sun, and at night the stars required the closest of study.

Right at the stern of the Silvertown her steam sounding gear is located, and this works the minutely thin but apparently endless wire that tells how far it is to the bottom of the sea.

THE TAUT CABLE.

On the port side of the vessel one could find a second cable apparatus. This was the "second cable," for two cables are laid by the Silvertown.

(Continued on Page 2.)

NEED GOOD CHARACTER

New Rule Made for Maui Seminary Pupils.

MAUI, December 27.—At the quarterly meeting of the trustees of Maunaloa Seminary held at Paia Dec. 26th, it was voted that no new pupil be admitted into the seminary except upon the presentation of a certificate of good character from the principal of the school last attended by the applicant or from the minister or district magistrate residing in the vicinity of the applicant's home.

Miss M. E. Alexander has resigned her position as principal of Maunaloa Seminary. Her resignation will take effect at the end of the term prior to Easter. It was presented and accepted with a resolution of regret at the trustees' meeting held last October.

Miss Alexander has been teaching for a long period and her wealth demands a change. She will be much missed at the seminary.

CHRISTMAS CELEBRATION.

Christmas day on Maui was the coldest and one of the stormiest of the season. The constant rain prevented the playing of the polo game in Makawao and other sport elsewhere. House parties were the rule of the day, the Christmas tree and Christmas dinner being prominent features of the entertainment within doors.

At Maunaloa Seminary the principal gave the 15 girls remaining during vacation an especially good time, this being her last Christmas at the school. There was a fine luau which was much enjoyed.

Sunday the 18th, the interior of the Paia Foreign church was profusely adorned with bamboo and tall callas and Rev. Dr. E. G. Beckwith preached an interesting Christmas sermon.

Maui Episcopalians were much pleased to receive a Christmas letter from Bishop Restarick. It is a custom of his to greet his parishioners this way every year.

FELL OVER A CLIFF.

On the 18th at Kaonolu ranch (the Kula property of Gear & Lansing), the dead body of a Chinese was found in a badly decomposed state. It was hardly more than a skeleton and the nationality of the deceased was proven only by the cue.

Upon investigation it was shown that the dead Chinese was Yung Hau who some three months before, while chopping wood on the side of a gulch was accidentally killed by falling on a ledge of rocks down the side of the little ravine. A cross-cut saw and a cane knife were found nearby and it is probable that while sawing a heavy branch of a tree, it suddenly gave way and precipitated him on to the sharp rocks in the gulch below. Dr. Dinegar found a severe cut in the bones of the back of his head.

A coroner's jury summoned the same day by Deputy Sheriff Edgar Morton brought in a verdict of accidental death due to a fall.

P. N. Kahokualana, the Tahaina lawyer, is soon to remove to Paia and practice law before the Makawao court.

Weather: rain during the last four days of the week. Very cold.

FROM THE MAUI PAPER.

Today, the wide tire law is to go into effect in Honolulu, and there may be some effort to enforce it on the other islands.

The law is, however, entirely too sweeping, and in most respects it should be allowed to remain a dead letter until the legislature has time to meet and repeal its most obnoxious features. In large cities where heavy loads are hauled, a wide tire and axles of different length tend to protect the streets, but for country roads, the wide tire is of no particular benefit, and the change to wide tires on Maui would at the present time be an intolerable nuisance and expense. Senator Baldwin is opposed to its enforcement.

NEWS NOTES.

Heavy rains have prevailed in Lahaina recently which is something unusual for that bright, sunny village.

Christmas turkeys were scarce in Wailuku this week, and only a few lucky ones were able to procure a gobble for Christmas dinner.

A match game of baseball was played at Kahului last Sunday between the Wailuku and Kahului stevedores and of course the Wailuku won.

The wind on the Olowalu side of the pali yesterday blew so hard that the stage had to be ballasted with stones to prevent it from being blown over.

Surveys are being made of all the principal streets of Wailuku including Vineyard street from the cemetery to Market street, with the view of making estimates for an appropriation.

Within the past two or three years the ferocious day mosquito of Honolulu has made its way to Maui, probably in the wake of some particularly juicy and tender tourist.

Father Libert's host of Maui friends are rejoiced at his promised promotion.

Mr. J. N. S. Williams of Pounene, gave a Christmas tree entertainment to his friends, at which appropriate gifts were distributed, notably a gift horse-shoe to the mayor, and a toy steam plough to Brother Hansen.

Work has been pushed by the grading force on Main street this week, notwithstanding the inclement weather prevailing.

The influenza epidemic which recently prevailed at Wailuku has about worn itself out.

On and after January 1, 1905, the First National Bank of Wailuku will pay interest on deposits.

SHORE END OF PACIFIC CABLE LAID IN FINE STYLE

Rough Weather Prevents Work at the End of Deep Sea Line and Ship Stops Off Waikiki and Makes a Haul of the Armored Link to the Beach.

STRETCHING its black length across the sands and into the sea, the shore end of the Commercial Pacific Cable was laid yesterday in the presence of several thousand people whose cheers upon the safe landing of the heavily armored line resounded through the tropical shrubbery of the always famous surroundings.

After hours of waiting, after calculations and counter calculations, after changes in methods and final recourse to shore power for the hauling, the rock cable which will rest amid the coral sands of Kapua harbor was pulled into place in one hour's time last evening. The great red sun looked out from beneath heavy gray lids, before dropping to a night's rest behind the western edge of the hemisphere just long enough to see the wonder that had been wrought during the darkening hours, when, with wind and rain and half light only, the consummation of the local work was achieved.

The laying of the half mile of heavy cable, constructed with manifold wrappings of iron wire, which is laid about the core in spiral stretches to prevent the chafing against the rocks or coral of the beach from cutting through and wearing out the conductor, was accomplished with utmost ease and perfect control of the forces which were handled in the task. Contrary to all expectation, the cable ship was able to come up within a half mile of the beach, where, with nine fathoms beneath the keelson the vessel still swings, waiting for the time when the weather will moderate so that the work of completing the cable will be possible, or the winds keeping up will necessitate the stretching of the three miles of heavy strand, the placing of buoys, and seeking refuge inside the harbor as before.

The work was accomplished in the presence of such a crowd of Honolulu people as has seldom gathered. It was a most cosmopolitan assemblage, not such a one as is seen in the drawing rooms, entirely, nor one made up entirely of the men of office and counting room. Every profession and calling was represented in the crowds which settled upon the fences and walls lining the cable house enclosure, and the beach for a long distance on each side.

The men were not outnumbered by the ladies, who braved the weather to look with interest upon the bringing of the tangible evidence of speedy over-sea communication and joining their voices and applause to the volume of acclaim which resounded when the hawser which did the pulling brought the four inch conductor, and then in a few seconds the great length laid alone on the ground, there to be guarded until it is placed within the cable hut and connected with the underground, which will complete the local joinings. The crowd was a holiday one and bore the waiting with equanimity. The shore was crowded, not only at the P. M. Hatch premises, which were used by the cable company as a reception point, but as well along the Irwin place, and above as far as the Castle premises.

Nor was all the crowding in of spectators on the land. The ocean held its share of the onlookers. Canoes, small boats, and every kind of float was there ready for enjoyment, and furnishing excellent points of vantage from which the occupants could view the events of the day. Almost every well-known canoe along the beach was in the lagoon close to shore when the work began, and it fell to one of these craft to carry the end of the line which furnished the pulling connection from launch to shore. Cameras were there in numbers beyond counting, but the returns will be small, owing to the fact that a heavy rain-fall dulled the closing of the afternoon's work, and the most interesting of all the events took place after the light had gone so low that nothing could be secured, even from long exposures.

The decision to send the Silvertown out yesterday morning was reached Saturday after it was found that sufficient coal had been taken to make the ship steady, and the prospect seemed to be that better weather was in prospect. So it was that before 7 o'clock yesterday morning the vessel pulled away from the dock and straightened out for Diamond Head. It had been determined that the first work to be done would be the making of the trip across the channel to the dropped end of the deep sea line, which would be picked up and then the cable would be laid to the shore here, the work being completed as rapidly as possible.

But it took no more than the merest look at the sea in the channel to tell the men on board that it would be unwise to attempt to work with cables aboard ship in the sea which was running at the windward end of the passage. The white caps indicated some rather troublesome rolls over there, and within an hour of the time that the lines were cast off and the ship went out, anchor had been cast at Waikiki and preparations were under way for the putting out of the rock cable.

The moment the anchor had rattled down to the coral bed Pilot Lorenzen was getting ready to take Chief Officer A. A. Troan and Assistant Hydrographer R. G. Wood over the old course for the cable landing, with the hope of finding a perfect entrance. The pilot boat traveled about for some time and then a couple of buoys were dropped, one bearing aloft a red and the other a blue flag, and the two marking the line which furnishes the best approach to the Kapua landing. The boat then returned to the ship and after a long delay a launch of Young's, which had come upon the scene for the purpose of keeping in touch with what was going on, brought off Chief Engineer Benet and Engineers H. P. Daly and H. Raymond Barker. It was now 9 o'clock, and the prospect was that the end might be had before lunch.

Plans had been made for the landing of the line today, and the consequence was that there were no preparations for work yesterday. Contractor Lord was even then at work fitting up the donkey engine for the Public Works Department, having worked all night upon it, and nothing was done to assist in the landing. Then, too, there was not a telephone in the neighborhood that could be used, and consequently it was necessary for Mr. Benet to run down town before he could be sure that arrangements as to the quick work would stand, and it was noon before workmen could be gathered.

Meanwhile, the presence of the ship off the beach was the signal for the gathering of the people and they came in crowds, even when they found that it might be hours before their curiosity was satisfied.

With growing crowds ashore and nothing done, the time passed until 1 o'clock, and then the launch brought in two great sheaves, but that was all. On the ship, however, there was pronounced activity. The fact that the engineers had determined to go out and lay the channel end first had caused the re-running of the cable on Saturday. Everything was prepared. But the change of plans made necessary a new running of the conductors. When the intermediate cable, 32 miles in length, had been put in on top of the rock end of three miles in length, there had to be a rearrangement, and the men of the ship spent the hours while the shore arrangements were being made in getting the line in the fore tank into the new order, the intermediate being coiled in the main tank, and the rock end left in the fore.

While it was in doubt if the donkey engine could be made immediately available anchors were put down for the holding of the great blocks which would enable the ship itself to handle the cable, by sending a hawser on shore and pulling from the ship. But before these could be used the engine came, and at 3:30 o'clock a blue flag was raised on the staff, saying to the ship "All clear." There was a little waiting, and soon the hundreds who had gathered as a result of the invitation conveyed by the blowing of the agreed signal of the fire whistle saw the Young launch tow two life boats from the ship. A leading line was passed to a waiting workman through a canoe, and then the hawser was paid out from the boats, five lengths, or 650 fathoms, being used.

and the latter had accepted it. Sumner's evidence was received on this point over the objection of counsel. It is sought to show by him that the trust deed actually was in existence, and the defendants intend to show by him that it was terminated by his own action.

Sumner's response to questions from Magoon told of the visit he had made to Bishop Gulistan with the attorney. He said that he had been given a check for \$48,025 by the Bishop and went with Magoon to Bishop's bank, where he remained until Mr. Damon came, and then gave the check to him for safe keeping. Sumner said that the check was made out to him, but had been given to Magoon. He testified also that Magoon had told the Bishop to get an attorney to represent him in the transaction in order that matters might be properly straightened out, but the Bishop thought this an unnecessary expense, and asked Magoon to draw up a deed conveying all the trust property to Sumner. This was done by the attorney, but when the deed was presented to Bishop Gulistan he said he didn't wish to sign it.

Again a little waiting, and the signals from the ship told of the readiness for action, and the line began to tighten and draw. On the bow of the Silvertown appeared what seemed like a small black balloon, the strand grew heavier, and then, as the buoy touched the water, it wore. Every ten yards one of the balloon buoys was attached, and these kept the entire length of cable afloat, the launch keeping ahead of the cable, the hawser across the deck, so as to hold the line against the drawing of the tide toward the east. Chief Engineer Benet was in this launch, while chief inspector for the company, Captain Pattison, was rowed about in a whale boat, looking after the shape in which the wire was going ashore. It was just 4:40 o'clock when the cable started, and exactly one hour later the end had come to the beach, while dotting the water clear out to the vessel, in a graceful curve, the 85 balloons which floated the fourteen tons of conductor bobbed about in the waves.

As the cable came from the water and a score of workmen seized the rope to ease it along through the sheaves, there was a shouting from the people and the band struck up the new "Cable" march of Berger, the cheering and music continuing until the cable had been pulled some fifty feet beyond the cable house, when a tri-color flag was sent aloft, meaning "Enough cable paid out."

The rains descended and the crowds began to depart, but at the end of the cable there gathered a little group of friends, and Mrs. A. G. Hawes placed a malle and lilwa lei over the strand, saying: "Pacific Cable, we welcome thee to Hawaii Nel." There were cheers for the event, and the participants and the crowds passing touched the cable that they might have it to say that they had been so privileged. But the rain kept them moving, and soon the people had departed. The cable will be put inside the house today and connected immediately.

Everyone, Chief Engineer Benet, his assistants who watched over operations ashore, Messrs. Daly, Crawford, and Raymond Barker, Captain Pattison, Mr. Dickenson, Mr. Gaines and all those interested, expressed themselves as most pleased with the day's work, and satisfied that the best possible had been done.

At once the releasing of the balloon buoys was begun, they being so arranged that the cutting of a cord freed the cable from a special clutch, and before it had become too dark to watch the progress that was made, there had been dropped something close to half of the half mile length of cable, it finding its place on the bottom where it may never be disturbed. The remainder was permitted to remain afloat during the night and will be lowered into place this morning. The ship's anchors are sufficient to hold whatever blow might come up, and it was decided to stay out instead of coming to dock.

If the seas seem to abate this morning the Silvertown may at once pay out the three miles of rock cable and then splice onto the intermediate cable and run it through the Molokai channel and out to the spot where the deep sea line was buoyed. This is not settled, however, for in the event that the buoy that marks the line already laid being carried away there may be a grappling job, which may take some time, and this would mean that the intermediate would have to be dropped over, making two ends in the water at one time. It is believed therefore probable that the rock cable will be buoyed, and then the Silvertown will go out for deep sea line and pick it up before returning to match the intermediate and shore ends.

The landing place of the cable has a history full of interest. Kapua has always been a spot full of memories. Centuries back, perhaps, the warriors and visitors, when the wind and sea made it impossible to get by Diamond Head, sought the refuge of Kapua. Later, in the time of men of today, there were small steamers which ran to Kapua. The identical spot where the cable came ashore was surveyed and recommended many years ago by Curtis J. Lyons, and it was considered as the ideal place.

and afterwards he offered his resignation as trustee. Sumner will be subjected to a rigid cross-examination today by the Ellis attorneys, who are anxious to find out more in detail what took place at that memorable interview with the Bishop.

During the course of the examination Mr. Humphreys raised the point of the payment of \$10,000 to the Catholic church, which, he said, was not proper unless it had been done under the trust deed. He did not believe it was intended to allow such an amount to the Bishop as compensation, and that no such claim could be made upon the tendering of his resignation. Davis stated that the payment was by agreement of all parties interested in the trust deed, and the objection was withdrawn.

SMITH POLICY PAID. Satisfaction of judgment was filed Saturday in the case of Cecil Brown, administrator of the L. B. Smith estate, vs. Equitable Life Assurance Society of New York. This was the suit which was carried to the United States Supreme Court, and which court

PRESIDENT NOTIFIED

Report on Tanbara Case Goes on Today.

(From Saturday's Daily.)

Tanbara Giseburo must be again sentenced to be hung by Judge Estee before his execution can take place, because of the reprieve granted by Governor Dole.

A statement regarding the reprieve by Governor Dole will be sent to President Roosevelt today by Secretary Cooper and the same mail will carry also the recommendation of the Federal authorities regarding the matter. From statements made by Judge Estee and United States Attorney Breckons previous to the granting of the stay, the recommendations of the Federal officials will be against a further reprieve by President Roosevelt and the chances are that Tanbara will be hanged before the writ of error is perfected by his attorneys. F. E. Thompson who appeared for Tanbara in the trial of the case, by virtue of Judge Estee's appointment, said yesterday afternoon that he had not been notified as yet to take further steps in regard to an appeal, and was waiting for the Japanese to make known their wishes in the matter.

It is certain that Governor Dole will not interfere again to stop the execution if the writ of error is not sued out in time.

The chief reason given in the petition for a reprieve was that there could be no writ of error obtained from the United States Supreme Court prior to the day of execution, and this is believed to be the only reason that it was granted. As no steps are being taken now to further push the appeal, it is probable that nothing will go out on today's steamer from Tanbara's attorney, in which event the President will act upon the reprieve before any further move can be made. The recommendations of United States Attorney Breckons are also to be sent to Washington by this steamer, in order to avoid unnecessary delay, as it is the rule to always forward such applications to the District Attorney who appeared in the case, before final action is taken by the President. Roosevelt's order in the case will be sent back, probably by cable. Secretary Cooper said yesterday that his report was going forward on today's mail and that the cable would not be used to notify the President. The Federal officials will also not send any cable message, unless in the meantime, President Roosevelt asks for information.

refused to interfere with the decision of the local courts. The amount paid was \$29,609.88, which included the \$25,000 policy, accrued interest and costs.

It will not do to fall with a bad cold. No one can tell what the end will be. Pneumonia, catarrh, chronic bronchitis and consumption invariably result from a neglected cold. As a medicine for the cure of colds, coughs and influenza, nothing can compare with Chamberlain's Cough Remedy. It always cures and cures quickly. All dealers and druggists sell it. Benson, Smith & Co., Ltd., agents for Hawaii.

The little son of Bishop Restarick was quite badly hurt last week. He was getting off a train car on Beretania street when a reckless hackman drove over him. Besides several bad bruises on the body the boy received a cut on the head which required a few stitches.

Furniture

Some of our new stock for the Christmas trade is now on hand, including the following:

"MORRIS RECLINING CHAIRS" in Mahogany, Golden Oak, Flomish and Weathered Oak; CUSHIONS in Leather; TAPESTRY and VELOUR LOUNGES and BOX COUCHES in many styles.

FOLDING SCREENS in the latest pattern of Art Burlap.

Rugs

Our stock of Rugs is not limited to the American makes only. We keep some of the best products of foreign manufacture.

MUSIC CASES, LADIES' DESKS, SECRETARY BOOK CASES, LIBRARY BOOK CASES.

On the last steamer we received a shipment of the famous

Phoenix Brass Filled Beadsteads

In all the latest colors and designs.

GENUINE SCOTCH LINOLEUM, in both inlaid and printed.

WINDOW SHADES of all sizes.

UPHOLSTERY and REPAIRING orders promptly attended to.

J. Hopp & Co.

LEADING FURNITURE DEALERS.

King and Bethel Streets.

Phone Main 111.

CHAS. BREWER & CO'S. NEW YORK LINE

Bark "NUUANU"

Sailing from

NEW YORK TO HONOLULU

About Dec. 15.

For freight rates apply to

CHAS. BREWER & CO.,

27 Kilby St., Boston.

OR C. BREWER & CO.,

LIMITED, HONOLULU.

Godfrey B. Pinchott, chief of the Forestry Division of the Agricultural department in Washington, was a passenger by the Maru Saturday. During the stay of the steamer in port he visited with Geo. R. Carter, Wray Taylor and others. Mr. Pinchott expects to return to Hawaii in a short time for an investigation of conditions here.



Manufacturer's Shoe Co., LIMITED

STYLISH SHOES

Fall Styles are now ready. Styles you could never buy except made to order, before now.

THE All America \$3.50 Shoe

Is the very best shoe on the market. Made all styles and shapes. Every pair guaranteed. It's a pleasure to show them.



No Need of Argument

The delightful flavor and healthful qualities are the test for

Primo Lager

Order a trial case from the brewery or your liquor dealer.

WILL TRY A NEW PLAN

Social Settlement Idea in Hilo Town.

HILO, December 26.—Social settlement work is to be inaugurated in the Waiakea district for the benefit of the various nationalities of the city who require such attention. A preliminary start was made three years ago, with the starting of the Waiakea mission, and now a social settlement is to be started on a small scale in Hilo with a salaried officer, Miss Wight of Hilo Hospital, in charge.

A hospital dispensary will be opened each forenoon where Miss Wight will receive and attend the sick. She will visit the homes and look after the needy. She will instruct in the art of tidiness and order in the home, and by various methods inculcate in both parents and children a desire for the better side of life. A library and reading room will be established. In the matter of thrift and economy, better habits will be promoted by a savings bank, which will also be managed by Miss Wight. As the work progresses and public interest is aroused, Miss Wight will have an assistant.

The purposes of this movement are strictly practical. The boys of Waiakea are to be taught how to make of themselves men, and the men are to be shown how they can better support their families and better serve their employers.

The work is in the hands of a committee consisting of Mrs. L. C. Lyman, chairman; C. C. Kennedy, Miss Deyo, Rufus A. Lyman, and Mrs. McTaggart. The people at large are not to be besieged with subscription papers to support the Waiakea Social Settlement. Contributions are to be entirely voluntary, and those in charge expect a liberal response. During the past year the work of the mission has been handsomely supported in this way, and it is believed that the practical program of the Social Settlement will be promoted with the same generosity.

CHRISTMAS FESTIVITIES.
Christmas festivities in Hilo have never before been as interesting as they have been this year. The children in all the Sunday Schools and missions of the city have been working for a month past, under the tutelage of industrious and patient teachers, in preparation for the eventful week. The little folks, as a result, have not only entertained the crowds that have gone to hear and see them, but they have given their elders an object lesson of what may be accomplished by earnestness of purpose and industrious application. This year every church in the city was the scene of happiness and good cheer upon some one night.

Entertainments were given at the First Foreign Church, Waiakea Mission, Chinese Mission and at Halli Church.

AT THE TRACK.
Last Sunday a large number of spectators were present watching the try-out of the various horses that will take part in the New Year's meet. There was no particularly fast time attempted, the work-out being more in the nature of working to get in trim. The week between Christmas and New Year's will give the horses the hard work.

Piera had a go with Dixie Land for a mile, and showed good form, though he was recovering from a lame leg. Acrobat and Nel McGowan each were worked, as was Carter Harrison and Frank S.

It is possible that Albert Horner may send over a couple of horses now having a try-out on the ranch.

Prof. Berger and his band will probably be here for the meet. It is expected that Sunday will witness some interesting heats as regards time.—Herald.

BEERS-HANSEN WEDDING.

Wm. H. Beers and Maud Hansen were married at 4 o'clock p. m. last Friday at the home of Mr. and Mrs. Curtis at Olua, Rev. S. L. Desha officiating. The wedding was a quiet one, only a few intimate friends being present. The Curtis home was beautifully decorated with flowers. After the ceremony a splendid wedding dinner was served.

Mr. Beers is well known in Hilo, having been a teacher in the Hilo Boarding School for nearly five years. He is at present clerk of the district court and is associated with I. E. Ray in business. His bride is a graduate of the Oakland Normal school, and came here a little over a year ago to accept a position as teacher.—Tribune.

COMPANY D'S MEDALS.

The final shoot for company medals was held by D Company last Sunday afternoon at the range, and resulted in the following scores:

Corporal Hering	133
Sergeant Easton	125
Captain Fetter	121
Private Todd	120
Private McKenzie	112
Private Freitas	109
Private Sommers	109

The above list constitutes the best scores of those who shot the three trials.—Tribune.

NEWS NOTES.

A Japanese domiciled in a hotel on Front Street, below the Hilo Wine and Liquor Company's store, was precipitated to the ground from a second story veranda on Monday last, owing to the rail breaking. He was badly stunned. Founder's Day was observed in Hilo

YANKEE SHIP BATTERED IN A TYPHOON OFF JAPAN

Crew Starving, One Man Dead, and One Dying When the America Maru Hove in Sight

The liner America Maru which arrived in port from the Orient last night brought a story of disaster and starvation on the American ship St. David, bound from Manila to Tacoma in ballast.

On December 18th, in latitude 18 North and longitude 146 East the America sighted the David which was flying signals of distress. A boat was manned and sent away from the steamer. On the St. David they learned that the crew were sick and starving. Captain Goring sent a boat load of provisions to the St. David and took off one man, Harry John Johnson, an ordinary seaman of Los Angeles, who was said to be dying. The St. David intended to try and reach Yokohama although she had been badly battered up in the storm.

Johnson recovered from malaria and in the hospital of the Maru boat last night told the story of the disaster. He said that he had shipped at Manila and at the same time Captain Harrington had given up the command of the St. David to Captain Ryder, said to be well known in Honolulu, and at that time

Captain Ryder understood that the ship was well enough provisioned to make the voyage to Tacoma. In a few days' time they found that there was practically no provisions on board and for days they had been living on salt, beef, flour, and tea. There was nothing else in the line of eatables on board. One of the men died from illness thought to have been brought on by starvation.

When fifty days out from Manila and only about eighty-five miles off the Japan coast a typhoon struck them. The three lower topsails, six feet of the fore yard arm, the fore braces, mizzen gallant mast, fore royal yard, and several other pieces of gear were carried away. The mastsail and mainyard were also damaged. On the next day efforts were made to put the ship in some kind of sailing condition and during this work one of the men had his ankle sprained.

With the men all starving and the vessel in a bad way eight days passed before the Maru steamer hove in sight. With fresh provisions Captain Ryder thought he might be able to get his vessel to Yokohama for repairs.

PACIFIC CABLE

(Continued from Page 1)

One was the deep sea cable and the other was a small yet tough wire, which was kept as taut as possible in order that the engineers might know what amount of slack the big cable used in climbing up submerged hills and descending into the deep valleys of the ocean.

On the fore part of the vessel is gear identical with that at the stern, only this is used for the picking up of a cable and not for laying one. This is used to pick up the cable and again splice it in case the cable should break during a heavy storm, and will be used in picking up the cable off Makapuu Point when the vessel picks up the buoy dropped there on Friday. If the modern cable is a marvel, the machinery used in handling it is much more marvelous.

ANIMALS WATCHED CABLE LAYING.

Side by side with the cable machinery of the Silvertown are rows of pens in which are quartered cattle, sheep, pigs, and poultry, for there are a large number of people on board who have to be fed. There are squawking ducks and long horned cattle within a few feet of each other, and near by a butcher can be seen industriously carving away at a big carcass of beef. The provender department has to be well cared for, for there are about a hundred and sixty men on board the vessel.

The ship's officers, cable, and electrical staff numbers thirty two and cable foremen, leading hands, petty officers, cable men, and sailors and firemen bring the make up another one hundred and twenty-seven men.

BENEST BOSS OF THE JOB.

H. Benest, chief of the cable laying expedition, is perhaps the most important man on the vessel. Night and day during the strenuous work of cable laying he is puzzling his brain over some weighty problem concerning the cable. There were many minute things to be done. It required a man with a master mind, quick, energetic, and cool to master the many difficulties that lay in the path of the cable layers. Night and day he was sending little words through wires in order that there could be no mistake as to their whereabouts.

The officers of the Silvertown are as follows:

Commander, D. Morton; chief officer, A. Troan; officers, Rowe, Cluney, Sangster.

Cable engineer staff: H. Benest, engineer in charge of the expedition; staff—F. C. Crawford, P. Bates, H. P. Daley, E. Rymer-Jones, E. H. Walker, M. Raymond Barker.

Electrical staff: J. Rymer-Jones, chief electrician; E. Raymond Barker, second electrician; P. C. W. Dixon, A. G. Rutter, B. E. Bumpus.

Hydrographer, C. R. Wylie; assistant hydrographer, R. G. Wood; chief engineer, J. Stoddart; chief assistant engineer, A. White; surgeon, Dr. J. T. Blair.

by the graduates of Kamehameha School residing here by a luanu at the home of Enoch Brown.

The work of erecting the Ray office building on Waianaeue street began Tuesday, the Hilo Mercantile Company securing the contract.

J. T. Blair will visit his old home in Scotland in April and will return with Mrs. Blair and children.

R. A. Lucas has so far recovered from his recent illness that he visits his office for a short while each day.

The calendar for the January term in the Fourth Judicial district is one of the longest in the history of Hilo.

In re the citation of Carl S. Smith for contempt in Judge Hapai's court, Mr. Smith appeared Tuesday and demurred to the citation. Judge Hapai reserved a ruling on the demurrer until today.

R. R. Klein has tendered his resignation as general passenger and ticket agent for the Hilo railroad, and the same has been accepted by Superintendent Lambert, effective January 1, 1903.

It is expected that work on the Hilo dock will begin about January 5.

J. P. Clay of the Olua Sugar Com-

Churchill, electric light engineer, A. G. Sumdson.

Inspecting staff: Captain Pattison, Mr. Barwell, Mr. Merrell, E. B. Hibberdyne.

"TELEGRAPH STREET."

Captain Morton has very cozy quarters on the upper deck of his vessel, while below the machinery deck, in the after portion of the vessel, one finds a miniature city. In "Telegraph Street" there are rows of cabins in which the senior officers are quartered. Aft of this street is "Hotel Cecil," or the senior officers' saloon, and on the port side of the vessel one finds the "suburbs." Here are many junior officers and electricians, who have finer quarters than are usually found for first-class passengers on the largest of ocean liners, while the quarters of the many other people aboard the vessel, according to their classes, are very good.

FACTS ABOUT SILVERTOWN.

The cable steamer Silvertown is the property of the India Rubber, Gutta Percha, and Telegraph Works Company, Ltd., of Silvertown, England, popularly known as the Silvertown Company, and is the largest of the cable steamers of that company. She was built in 1873, and since that time has laid many cables for various governments over many leagues of the world's oceans. Her length is 350 feet, breadth 55 feet and depth 24 feet 6 inches. She is designed specially for cable laying and can secure a moderately high speed on small coal consumption, so that she can travel long distances without having to seek a coaling station and this is the big requirement of a cable laying vessel.

PLANS FOR CABLE DAY.

At a meeting of the Cable Day Committee yesterday it was decided that the great meeting in honor of the opening of the cable shall be held upon the signal of repeated blasts from the Electric company works whistle. One hour will elapse before the meeting is called to order. Beside music by the band, including the new cable march, the program will include the introduction and address of welcome by Secretary Henry E. Cooper, a historical address by A. S. Hartwell, a response by S. S. Dickenson, an address by Commissioner Eustis and another by Henry E. Highton. There will be fireworks in the evening and a salute of 100 guns when the President's message arrives. All business houses will be asked to decorate with flags.

RATES ARE FIXED.

Rate sheets of the Commercial Pacific Cable Company will be issued soon, though of course all rates are subject to change without notice. The San Francisco rate will be 50 cents a word and to this must be added four cents a word for California points and nine cents for Chicago and twelve cents for New York. To China the rate is \$2.22 a word and to Japan \$2.38. To Australia \$1.03 a word is the rate and Fanning Island is 96 cents.

pany is spending a short vacation in Hilo.

Captain Lake returned yesterday from a trip through Kau and Kona looking up licenses.

It is probable that the contestant in the Richardson will case will ask for a change of venue.

R. H. Trent brought up a party of six to spend Christmas at the Volcano House; Dr. A. Fraser, E. Roth, Dr. George H. Huddy, Mr. F. A. Hill, A. M. Merrill, and W. G. Pope.

H. L. Holstein is confined to his room with a broken ankle. The doctor informs him that it will be at least a month before he will be able to attend to his professional duties.

In the final match between the Reed's Island and Puno tennis players the score stood as follows in favor of Reed's Island: 6-1, 6-6, 6-1, 6-2. Messrs. Madeira and Hyde represented Reed's Island, and Messrs. Baldwin and Melior, Puno.

Division Deputy Revenue Collector F. M. Drake was ill for five or six days during the past week, being unable to leave his room. He is on the street again now, and will leave on the Kinau tomorrow for Honolulu.

GEORGE ADE'S HOPELESS LOVE

NEW YORK, Dec. 12.—Since Pauline Astor sailed for home last week it has been whispered around that she was very friendly with George Ade, the journalist and librettist. It was understood that Miss Astor was to spend the winter here, but intelligence of the Ade affair reached her father and she was quickly summoned home. George Ade came over on the same steamer with Miss Astor. He had not been persona grata at Cliveden and the town house in Prince's Gate, being too busy introducing "The Sunken of Sulu" to the London stage, but it was observed that the librettist, and the daughter of the Astors hit it off mightily well on board ship. Surrounded as she was by chaperones, servants and duennas, she made the good looking young man's acquaintance and treated him with distinguished favor.

Ade is tall, slender, pale and interesting. He made himself very agreeable to Miss Astor during the voyage and she welcomed his attention. She suffered acutely from mal de mer and he ministered indefatigably to her wants. The whole ship talked about it. Miss Astor went to Philadelphia shortly after her arrival to visit the Pauls (her mother's family) and the Drexels. Ade suddenly found business in Philadelphia. The cable then sizzled and Miss Astor returned.

The Federated Council of Labor is agitating a census of the laborers of the island in order to find out the proportion of Orientals employed, as against people of other races. It is expected to ascertain by this census just how far the Oriental is forcing out skilled American labor. Committees from the Builders' and Traders' Exchange and the Merchants' Association have been asked to co-operate with the labor unions in the work.

To prevent croup, begin in time. The first symptom is hoarseness; this is soon followed by a peculiar rough cough, which is easily recognized and will never be forgotten by one who has heard it. The time to act is when the child first becomes hoarse. If Chamberlain's Cough Remedy is freely given, all tendency to croup will soon disappear. Even after the croupy cough has developed, it will prevent the attack. There is no danger in giving this remedy as it contains nothing injurious. It always cures and cures quickly. All dealers and druggists sell it. Benson, Smith & Co., Ltd., agents for Hawaii.

READ ALL OF THIS

You Never Know the Moment
When This Information
May Prove of Infinite Value

(From the Sydney, N. S. W., Herald.)

It is worth considerable to any citizen of Honolulu to know the value and use of a medicine, for if there is no occasion to employ it, in the meantime, frail humanity is subjected to so many influences and unforeseen contingencies that the wisest are totally unable to gauge the future. Know then that Doan's Ointment will cure any case of hemorrhoids, commonly known as piles, or any disease of the cuticle or skin, generally termed eczema. One application convinces—a continuation cures. Read this proof:

Mr. William Gilliver, of the well-known firm of Gilliver & Curtis, railway and general contractors, and whose private address is "Avoca," Bankstown, a suburb of Sydney, N. S. W., has written the following unsolicited letter, which we herewith publish in full:

Messrs. Foster, McClellan Co., 76 Pitt

I CURE MEN!

With Lame Backs, With Weak Nerves,
With Rheumatism, With Lost Vitality



With all those signs which tell a man he is breaking down, losing his grip, I have the remedy which gives back that snap, fire and vim of youth. My cures sell my belt. They prove what I say about it.

Waianae, Oahu, H. T. Jan. 27, 1902.
Dr. M. G. McLaughlin,
Dear Sir:—I am writing to let you know that I have greatly benefited by the use of your belt. I can honestly say that it is worth its weight in gold. I have recommended it to several parties here, and also to some in Honolulu. Yours very truly,
ALEX. SHEPARD.

A man is like a steam engine. It takes steam to make him go. My belt pumps that steam into him. That's how it makes so many old men feel young. Mr. A. Crawford, Pookama, Ore., says: "I am 70 years old, but your belt has made me feel like 35." Try it, you weak men; you will find youth and vigor in it after everything else fails. Call and test it, free, or I will send you my illustrated book, free, if you will enclose this ad.

DR. M. G. McLAUGHLIN, 906 Market Street, San Francisco.
Never Sold by Drug Stores or Agents

Low Wheel Buggies at Cost

To dispose of our stock of Low Wheel Rubber Tired Buggies, we will sell them at cost.

Former Price	\$160.	Now	\$125.
"	"	175.	" 135.
"	"	200.	" 160.
"	"	250.	" 200.

Note these figures—Nothing like them were offered before. Substantial reductions on all other vehicles. Harness, Whips, etc. likewise reduced.

Pacific Vehicle & Supply Co., Ltd.

Beretania St., Near Fort.

Castle & Cooke.

—LIMITED.—

LIFE and FIRE INSURANCE AGENTS...

AGENTS FOR
New England Mutual Life Insurance Co.
OF BOSTON.
Aetna Life Insurance Company
OF HARTFORD.

St. Sydney, N. S. W., February 14, 1899.

Dear Sirs:—In justice to you and suffering humanity I write to say that I suffered from itching piles for 22 years. I tried many doctors and pretty well all kinds of patent medicines, but got relief for a short time only. Seeing your Ointment advertised, I bought a pot and did not use more than one-

Order Your

Lemon Soda,
Root Beer,
Ginger Ale,
Cream Soda,
Orange Cider,
Pineapple Cider,
Kamel,
Strawberry,
Sarsaparilla
and Iron

from an old house with an established reputation. Free delivery to all parts of the city and Waikiki.

Consolidated Soda Water Works

COMPANY, LTD.
Telephone Main 71.
Works 601 Fort street.

half of it, not six months ago, and I am perfectly cured. You may use this as you wish.

Yours gratefully,
WILLIAM GILLIVER.
Doan's ointment is sold by all dealers at 50 cents per box or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, agents for the Hawaiian Islands.

The Pacific Hardware Co., Ltd.

Household Department, Bethel Street.

Special Closing Out Sale of Surplus Stock to
Make Room for New Holiday Goods Which Must be
Opened at Once. DON'T MISS THE BARGAINS.

15c. Steel Chopping Knives, now... 5c.
Bread knives with carved handles, always sold at 50c., only... 25c.
White enameled cream jugs... 25c.
Best quality ice picks, choice... 25c.
Scotch granite drinking cups... 10c.
White enameled dust pans, 4 sizes, very strong, will last for years, choice... 25c.
Gray enameled pierced dippers and skimmers, your choice, each... 10c.
Plated knives and forks, 1/2 dozen each in lined box, choice, box... 75c.
Table spoons, silver steel, 3 different patterns, always 75c. dozen, now... 50c.
Tin spoons, silver steel, per doz... 35c.
Tin tea and coffee pots, 1 quart... 15c.
2 quarts... 25c.
3 quarts... 35c.
4 quarts... 45c.
6 quarts... 55c.

SOME OF
THE LOTS
ARE SMALL,
BUT WILL BE
REPLACED
BY OTHERS
AS SOON AS
SOLD.

White enameled tea pots, should be 75c. Special sale price... 35c.
White enameled coffee pots, very durable, always clean, your choice... 40c.
Tubed cake pans, gray enameled, always 25 and 30c. each, choice, any size... 10c.
Carving knives and forks, best steel, stag handles, cheap at \$2.00 per set, now per set... \$1.50
Carving knives and forks, extra good and strong, should be \$1.25, a bargain, per set... 75c.
Sixty-cent Christy meat knives only... 25c.
White enameled scoops from 40c. to 25c.
Gray enameled candlesticks, only... 15c.
Gray enameled coffee crushers, 1-lb. 15c.
Tin sauce pans with covers, 1 qt., 10c. 2 qts., 15c.; 3 qts., 15c.; 4 qts., 15c. 6 qts... 20c.
Tin covered buckets, 1/2 qt., 5c.; 1 qt., 10c.; 2 qts., 15c.; 3 qts., 15c.; 4 qts., 20c.; 6 qts... 25c.

The Pacific Hardware Co., Ltd.

Household Department, Bethel Street.

BOYD CASE DISMISSED

Judge Gear Failed to Decide It.

A discontinuance was filed in court yesterday by Humphreys, Thompson & Watson in the case of James H. Boyd vs. H. E. Cooper. This was the application for writ of mandamus to compel Cooper to turn over the office of Superintendent of Public Works to Boyd, after the latter had refused to resign and the Governor had attempted to remove him, using force to prevent his entrance into his office.

The suit was argued at length some months ago before Judge Gear by Geo. Davis, who appeared for Cooper, just after Gear had decided that the Governor had no power to remove Auditor Austin. Humphreys refused to argue, saying he was content to leave the matter to the second judge in view of the Austin decision. Gear stated several times during the course of the argument that he would sustain Boyd and put him back into office, but he reserved his final decision, and in the meantime the Senate removed the former Superintendent of Public Works. A decision has never been given in the matter and there is no longer any necessity for it; hence the dismissal of the suit.

There may be still a suit for salary from the time of Boyd's suspension until the action of the Senate. Auditor Austin has made a demand upon Auditor Fisher for the salary for the two months of his enforced retirement, but this was refused. No demand has been made by Boyd, he being out of office but a few weeks.

THEY DON'T EVEN SPEAK.

An evidence of the real ill-will which exists between Humphreys and his brother-in-law, J. Alfred Magoon, was the withdrawal yesterday of the firm of Humphreys, Thompson & Watson as attorneys for Magoon in the charge against him of accessory before the fact in the Wright case. When Magoon was indicted by a Grand Jury for assisting in Wright's escape, Humphreys was one of the first attorneys to rush to his defense, but since then the entente cordiale has been severely strained.

THE ISENBERG ESTATE.

The will of Otto Ernest Isenberg, who died recently in San Francisco, was admitted to probate yesterday by Judge De Bolt and W. Pfotenbauer was appointed administrator with a bond of \$215,000. The estate is valued at \$300,000, but \$55,000 of it is in real estate. The will gives one-third of the property to the widow in trust, the remainder going to the children of deceased.

As appraisers of the estate H. A. Isenberg, P. M. Pond and W. M. Minton were appointed by the court. Mr. McClanahan stated that Mr. Isenberg could not take the oath to support the Constitution, as required of appraisers, he being the German Consul here, and Judge De Bolt prescribed a new form of oath for the benefit of the appraisers. He stated that it had always been the custom for the appraisers to swear to support the Constitution, though he knew of no statute or rule of court which required it. He said he was simply following the practice already established, and, there being no statute, in the case of Mr. Isenberg a simple declaration that he would faithfully perform his duties as appraiser would be sufficient.

COURT NOTES.

The John K. Sumner case was continued yesterday until this morning at 10 o'clock because of the Wright hearing. It was the intention to go ahead all day, but this idea has now been abandoned.

Judge De Bolt yesterday ordered the payment of \$25 per month alimony to the wife in the Gallagher divorce case. After the first of the year the money is to be paid in two equal installments.

M. G. Silva has asked for a reduction of the alimony of \$60 per month allowed his wife. A motion has been filed to have his property placed in the hands of a receiver in order to pay his debts and alimony.

Bishop & Co. have brought suit against Lam Hoo Chin to foreclose on a mortgage on premises located at the corner of Nuuanu and Kukul streets, the security for two promissory notes aggregating \$10,535.

After the Earthquake.

AGANA, Island of Guam, November 20.—(Via Hawaiian Transport, Logan).—Since the earthquake, which occurred September 22, Guam has been busy straightening herself out. The civil government appointed a committee of safety, whose duty it was to inspect and condemn all buildings considered unsafe. In consequence many of the shattered houses have already been torn down and new ones erected in their places. Work of repair is steadily progressing on the government buildings. When the U. S. naval collier Justin returned from Manila she unloaded a cargo of corrugated iron and lumber, and the Marine barracks as well as all other buildings pertaining thereto are speedily having the old, and much damaged roofs of tiles replaced by iron. The palace is also being renovated, so that everything will be in readiness for the new governor who is expected to arrive on the U. S. S. Supply about December 20.—Manila Times.

Bishop Guilan Slowly Declining.

Although there is little change from day to day in the health of Bishop Guilan yet the Mission Fathers perceive with sorrow that he is slowly fading away. He is now a mere shadow of his former self and is consequently growing weaker. He suffers but little pain and his faculties are as keen as ever.

CHOPPY SEAS OFF THE ISLAND PREVENTED CABLE SPLICING

MORE OF SHORE END IS LAID

The completion of the work on the shore end occupied the attention of the Silvertown's force early yesterday morning. Not more than half the balloon buoys were hoisted Sunday night and the morning found the remainder of the great line floating to the buoys which bore it in line toward the prow of the ship. At 7 o'clock the work began of sending out the boats of the ship to release the rest of the buoys so that the cable might find its bed on the level of the ocean's floor.

While this was going on off shore the men engaged for the completion of the shore work were busy getting the end of the line out of sight. The line marked out for the burying of the heavy cable was followed with a trench some three feet deep and in a comparatively short time the cable had been placed and put into the basement of the cable hut through the conduit prepared when the little house was erected. As soon as this was done the line was prepared for the tests of the experts on the ship and even before this was completed the vessel was seen to be preparing for the undertaking of the next step of the labor.

Before 10 o'clock anchor was hoisted and the Silvertown stood out to sea paying out the cable over the prow. The course was straight off shore until a little more than a mile had been covered, and then the ship's head was turned toward the channel. This showed also that the rock cable had been put down, the dangerous shoal water passed and with from twelve to fifteen fathoms under the vessel the laying of the intermediate line, which will extend to the connection with the deep sea conductor, was going on.

The Silvertown began to work toward the middle of the channel and was soon seen to be making fair weather of it though the trip was not in any way a pleasant one, for the sea was rough and the wind blowing through the channel a biting breeze, which displayed a tendency to shift to the east. The Silvertown backed into this for something like five miles, when the watchers on shore saw that the intention was to cut it and run for the buoys which mark the spot where the end of the sea line was dropped.

The ship was brought into the wind and laid so that a lee was formed for the easy placing of the buoy which was attached to the end of the cable. The ship was rolling heavily, dipping rails under in the heavy swell which was running in the channel.

GETS AWAY FOR THE DEEP SEA.

It was within five minutes of the noon hour that this work was complete and at once the Silvertown headed for the open sea, going almost northeast. The wind and sea were directly ahead and the ship did not make great headway against the combined forces. It was figured that at the rate of speed shown by the vessel in the two hours that it was visible off the Diamond Head light, that it would take four hours to get to the spot marked by the buoys indicating the resting place of the deep sea end.

The engineers on board the vessel said before they got under way that they would make the trip, owing to the fact that the buoys put out on Friday morning last were arranged with lights which would burn only ninety hours and it was deemed best to make renewal of these. In the event that the sea was too rough to permit of the picking up of the sea end of the cable, and there was the slightest danger that there might be a carrying away of the line of the conductor buoys marking the spot, the ship would run back along the line of the cable and drop another buoy with the heaviest of storm anchors, which would make it impossible that the line would be lost through the washing off of the buoys.

TESTS AND CONNECTIONS.

The connection between the rock cable which constitutes the shore end of the system and the underground line was made yesterday afternoon shortly before six o'clock and after tests and speaking over the underground, the two conductors were twisted together and wrapped, after which the recorder in the office in the Young Building was set going, and kept so for the purpose of being in readiness for the speaking of the ship, if the end in the channel was picked up during the night.

The conductor which is in the center of the rock cable is of the same size as that which is in the deep sea cable of about one-third the size and one-twelfth the weight. It is made of seven strands of small copper wire and when the great cable sheathing had been cut away and the slender core exposed, it was the work of but a few seconds to make the connection. The underground wires had been carefully tested and a telephone had been worked over them, but the regular instruments for the receiving of messages over the cable had not been placed until yesterday and these were then used for the first time. Superintendent Gaines in person made the connection and using two dry cells connected his sending key with the underground system.

Calling the down town office he made the first record which was put on the tape by the instruments which are to serve for the recording of the manifold business communications which will come from the mainland. This consisted entirely of the recording of the letters in the Morse alphabet and a service message. The tape was preserved and presented by Manager Dickenson to A. A. Young, as the first product of the recorder.

This concluded, the cable was connected and then the whole affair was

Silvertown Had to Return Last Night After Hard Day Near Cable End off Makapuu Point.

NO CABLE connection was made yesterday.

The cable steamer Silvertown returned to Honolulu last night and anchored off the harbor, where she will stay until the weather moderates, as she was unable to make the cable connection with the deep sea cable which is attached to a buoy off Makapuu Point.

The weather was very rough there during yesterday and last night, and fears are entertained that the buoy supporting the cable's end may be carried away, as a marking buoy, similar to the one to which the cable is attached, had already been carried away.

After laying the intermediate cable connecting the Honolulu shore end with the deep sea cable and buoying it off Diamond Head yesterday, the steamer proceeded to the place where the deep sea cable is buoyed off Makapuu Point. Captain Morton had secured the services of Pilot Lorensen, who accompanied the vessel. The weather was very boisterous in Molokai channel and the seas were almost mountain high, sweeping over the decks of the big vessel very often.

The steamer had no difficulty in finding the main cable buoy, but the marking air bulb, one exactly like the one supporting the cable end, and previously anchored one mile north of the first buoy, was missing. This latter buoy had been held in place by mushroom anchors, and should have held even after the first under worse conditions than would have to exist before the end of the cable buoy would give way, but the steamer could not find it yesterday. Whether it had been carried away by the sea, or in a collision with a vessel, is not known. The seas were so choppy that it was impossible to lower a boat to make connections with the cable buoy. Any boat which would have been put over the Silvertown's side in the heavy seas encountered yesterday would have been smashed up as soon as it struck the water. Under these conditions it was decided to make no attempt to get the cable end aboard ship and splice it yesterday to be laid to connect with the end buoyed off Diamond Head. But the marking buoy had to be replaced, and in quick time another buoy was got ready and heaved overboard in the same place as the other marking buoy had been.

Captain Lorensen says that the work of placing this buoy in the water was

carried out with clocklike precision. An anchor was rigged and dropped over the bow of the Silvertown. When it had struck the deep bottom another buoy, of the same type as the main buoy, was attached to the wire hawser which connects the anchor with the latter. After this had been accomplished the buoy was easily dropped overboard. This is located in such a position that should the cable attached to the other buoy break it could be easily recovered by grappling, as the steamer would start from the marking one and drag the ocean's bottom right across the line where the cable would lie.

After placing this buoy and seeing that the main buoy was still in position, the steamer put about for Honolulu, and on the way in sighted the buoy off Diamond Head and found it to be all right.

The vessel arrived off the harbor about 9 o'clock. An Advertiser reporter went on board, and was told by the officers that very heavy weather prevailed in the channel during the day and that the vessel would have to wait until this moderates before the end of the cable can be picked up and connections made with Honolulu.

Mr. Benet, chief of the cable laying expedition, told the reporter last night that the vessel would now have to wait for better weather, but he hoped that the weather of last evening would not be severe enough to carry away the buoy at the cable's end.

About thirty miles of cable now remain to be laid to connect the cable already in place and give direct communication with the Coast.

Officers of the vessel had hoped yesterday to be able to get the cable's end on board and have an opportunity to send messages to San Francisco from the vessel describing the work they had already accomplished, but, of course, this was impossible. In the weather of yesterday, even had it been possible, it would have been a tremendous risk to have taken the cable on board the Silvertown, as the strain caused by the heavy seas might have broken it, and as it would have been hazardous work to have made connections and carried it through the channel even further delay might have resulted from a break in the cable than now results through yesterday's weather.

Pilot Lorensen came into town last night with Pilot Macaulay, who went out to meet the vessel, and some of the officers of the vessel will likely come ashore early this morning.

HAWAIIAN SINGERS ARE STRANDED IN THE EAST

Managers Buncoed Them Out of Their Earnings But They Hope to Return Home Soon.

The Washington Post in a recent issue has the following account of the Hawaiian singers, who have been in this country several months and who were in Washington for a while last winter:

Thousands in the Capital during the last six months have been charmed by the melody of a group of dark-hued visitors, the melody of far-off Hawaii. The auditors have noted its strange sweetness, its languorous tenderness, its soothing softness, and then again, at times, its wild, weird notes. There have been the telling of joy and the touch of gayety in it, but there has been, too, something telling of melancholy, a yearning note, as of suffering. Perhaps it was in the music—there is that in the melody of their land; but there have been those, perhaps, who divined that back of it all there was more than the mere expression of the notes. These were right; there was a heart-ache in the song, and in the yearning note there was a real longing, a loneliness, a homesickness.

The young men, as they sang the airs of their native land, have sung not only of it, but to it. Their thoughts have gone out to it while they sang that they might earn enough to take them back once more to it. It is toward this end that they are working.

The "Singing Boys," or "Royal Hawaiian Glee Club," came to this country as a part of a company of forty-five that went into the Hawaiian village in the Midway at the Buffalo Exposition. There they played and sang till the close of the fair. According to contract, the members were to be returned. Fourteen, however, concluded to stay. The "barker" of the show, a white man, was the determining factor. To them he pictured possibilities of gain if they stayed. He would be their manager and engagements at \$50 a week would be easily made. As a starter, he would go to Charleston, where the exposition was soon to open, and arrange for their appearance there. As money was necessary to carry out his plans, the Islanders gave the manager out of their savings a good round sum to be used for them.

A vaudeville agent made an offer to book them as an attraction on a theatrical circuit, but they had promised

the man to go with him to Charleston, and they could not enter into a contract that would preclude their keeping faith with him. One of the club was sent to Washington to arrange, if possible, for a limited engagement here. The trip was unsuccessful, but just then an opening offered at Philadelphia. With the telegram from Philadelphia came one from their "manager" to come to Charleston.

The proffered engagement at Philadelphia was not accepted, and the Hawaiians journeyed to the South Carolina city, only to find that arrangements had not been made for them, nor was there any opening among the exposition attractions. Their meager hoard had dwindled to but very little, and the land and people, so strange to them, seemed stranger still in the Southland. They started a little show in a store building, but the financial results were slender. Then came an opening for them. An entertainment was arranged for them at a small town near Charleston. The audience was a good one; it was the first real encouraging thing since they had elected to remain behind in Buffalo. They played and sang with a vim that night. It seemed as though, after all, their hopes were to be realized. They got none of the receipts, however. They had returned tickets to Charleston, else they would have had to spend the night in the street where they were.

A Southern preacher, who was interested in getting up church entertainments, was the means of rescue to the boys, who were now close to starvation. With him they journeyed farther South. They visited Savannah, St. Augustine, Palm Beach, Daytona, and other winter resorts. Then they journeyed North. They stopped at many places on the way, giving little entertainments, and arrived in Washington May 26 last. Here the party divided. Seven of the number went to New York, where they now are, and the others remained here.

Their first appearance here was at a musicale given in her apartments by ex-Queen Liliuokalani. Other engagements followed, and this week they are to appear at Chase's Theater.

The visitors, who speak and write the English language well, were educated at the Catholic College of St. Louis and the University of Lahnabach, in the

ON REEF AND OFF AGAIN

The tug Kaena, Captain Weisbarth, was ashore on the Mowara reef during the heavy wind about half past nine o'clock last night, but through good handling in some way managed to get off, after pounding on the coral rock for half an hour, and proceeded on her trip to Pearl Harbor, where she is employed in the dredging work. It will not be known how she happened to go ashore, or what damage she sustained until communication may be had with the dredge at Pearl Harbor this morning.

Captain Weisbarth, master of the tug, has been sailing around the Islands as skipper of different vessels for over twenty years, and is said to know them about as well as any mariner here.

When the pilot boat was returning from the cable steamer Silvertown a little after 9 o'clock Pilots Lorensen and Macaulay heard the Kaena's whistle making a lot of noise. They realized at once that the vessel was on the reef, and pulling over to her, found that she was on the rock some distance Ewa of the point where the Nevada struck. There was no excitement on board the tug, and in answer to inquiries, it was stated that there was a boat on board large enough to accommodate the crew in case they had to be taken ashore, but they requested that the tug Fearless be notified and asked to come to their assistance. The pilot boat started for town at once, but before they reached the harbor the tug got clear of the reef and could be seen making for Pearl Harbor.

Mr. Agassiz, manager for Cotton Brothers, was said to have been aboard of the vessel.

Some of them are the sons of the former ladies in waiting to the deposed Queen Liliuokalani.

Their music is such as God teaches to the sea and wind and the birds—full of the tenderest pathos, deep with the sound of the sea and the high tenor of the wind. Their love songs need no translation. All the ecstasy and pleading and tears are so plainly voiced, we know. One sweet song, "Kanihewa," was composed, not written, by Makia, whose beautiful young wife developed the fatal little spot of leprosy. He begged to go as a nurse to the lepers, to Molokai, with her, and his grief and pleading won permission. The little spot did not spread, but for many months that beautiful girl lived among those dying people. Makia stole her away, and in a little open boat crossed the channel to Honolulu, where he hid her and himself up on the Pali Mountain.

Tourists found them, told of the beauty of the girl, and the authorities, who thought they had been drowned in trying to escape from Molokai, took her again from him. This song is the farewell he sang to her across the sea.

At the Pan American Gen. Miles never tired of hearing them sing "Okahoi," "Only One," composed by King Kalakaua. They always sing for their last number "Aloha Oe," the farewell to her flag, her land, and her beloved people which Liliuokalani composed during her imprisonment, and their national anthem.

The leis of yellow they wear round their necks and hats is an indication of the royal Hima flower, which they make into leis at home. No native so poor or so sad but strings himself a wreath of flowers every day and wears it round his neck. When their Queen comes home they bring to greet her hundreds of leis, as expression of their love. Their greeting and good-by, Aloha, "My love to you," shows how kindly their hearts are and some one who has spent many months in Honolulu and Waikiki, said at all times, day or night, if they listened, somewhere they heard the natives singing on land and sea.

The young men hope to be able to return to Hawaii in the early part of the coming year.

Fortune Goes to Hawaii.

Commissioner Fortune, who is in Hawaii for the purpose of looking into the labor situation, and who will go on to the Philippines on a similar mission, has about concluded all that he can do in Oahu, and will leave today for Hilo, where he will be given opportunities to see the estates and look into the questions of labor and its freedom. Mr. Fortune will be accompanied on the trip by J. A. Gilman, who will act as chronicler. It is expected that the travelers will get very close to the bottom of facts in their journeys, and that the trip will consume about two weeks.

Sunday school children on Kauai celebrated Christmas at Koloa church with a pretty performance of "The Toy's Rebellion."

Deputy Attorney General Douthitt will leave today for Hilo to attend the Fourth Circuit Court which will meet the first Monday in January.

The Commercial Cable Company paid \$5,000 duty in Honolulu for the three miles of cable within the Territorial limits and for the instruments brought here.

Harry Fortune, a sailor from the schooner Fred J. Woods, and a witness in the Tanbara murder case, was arrested yesterday on a warrant signed by Antonio Colon, a Porto Rican woman, who charges him with striking and beating her. Fortune recently had an accident to one of his fingers, a bullet almost severing it from his hand.

Br'er Fortune.

A good deal of mystery surrounds the mission of Thomas Fortune, colored, who, armed with some sort of Presidential appointment, is about to sail from San Francisco for the Philippines.

Mr. Fortune is not exactly a professional African, but he has done a pretty fair business in a political way as a representative of the colored race.

While several more obvious explanations of his present errand might be suggested, there is apprehension in certain quarters that Mr. Fortune is merely qualifying himself to accept an invitation to dine with the President.

Many of the occupants of the watch towers in Dixie will keep an eye on Br'er Fortune for some time to come.—Chicago Chronicle.

NO SITE FOR RESERVOIR

Hilo Water Works System Held Up.

The Hilo waterworks system is held up because of the failure of former Superintendent Boyd to secure a site for the reservoir at the time the project was first launched. When the bids were called for by Superintendent Cooper a few months ago it was in conformity with plans submitted and approved by Mr. Boyd some time previous, but now it has been discovered that the site for the proposed reservoir, though on government land, is encumbered by twenty year leases.

It was intended to build the reservoir on the plains of Pihonui, a large tract of land above Hilo, which was easily accessible from the springs, and which, it is agreed, was the best possible site for the proposed reservoir. The bids were called for and received, with the understanding that the reservoir was to be dug out of the soft volcanic rock of Pihonui, and it was with a good deal of surprise that it was learned, after the contract had been virtually let, that the government had leased the land where it was proposed to build the reservoir. The land is owned by the government, but is leased to Colonel Baker, who in turn has sub-leased it to a Mr. Turner. Attempts to buy the leases from Turner have been met with a price which was considered exorbitant by Superintendent Cooper, and the Pihonui site has been abandoned.

Mr. Cooper will decide upon the site for the reservoir upon his visit to Hilo next month, and has several places in view upon which it is expected the bids now made will stand.

BIDS RECEIVED.

The Island of Hawaii seems to be getting the greatest share of the improvements now going on in the Territory. Saturday an \$8,000 contract was let for the road in Kona, and yesterday bids were opened for the construction of two steel bridges in the vicinity of Hilo, whose aggregate cost will be in the neighborhood of \$17,000.

Bids were opened for the construction of a 177-foot steel span bridge across Waialua river at Hilo, as follows: Cotton Brothers, \$12,423, to be delivered in seven months; construction to take two months; Whitehouse & Hawkhurst, total \$12,092, to be delivered within eight months and to require one month for construction; Healy, Tibbitts & Company, total cost \$19,773, to be delivered in nine months.

For a bridge across the Waialeale river at Hilo the bids were as follows: Cotton Brothers, total cost \$5,782, time of delivery, seven months, construction one month; Whitehouse & Hawkhurst, cost \$5,264, time of delivery, eight months, time for erection, one month; Healy, Tibbitts & Company, cost, \$7,690, time of delivery six months.

COWBOY CHINESE AS HIGHWAYMEN

The Hongkong Telegraph, under the heading "Chinese Cowboys Bushranging in Kwangtung"—which is surely a confusion of terms—tells the following remarkable story:

To say that China is still asleep, and has not followed in the wake of Western powers is a fallacy, as far as crime is concerned. For the past three weeks a band of eight mounted men, on wiry ponies and dressed in the costumes of typical cowboys, with large slouch hats and armed with Winchester and revolvers, have been holding up pawnshops and pedestrians in the prefecture of Si Chew and Shun Tak. These ruffians are all Chinese and have recently returned from the States. The guards are powerless against them, while the local authorities have devised every means to capture them, but to no purpose. One of our representatives had the good fortune to come across one of the victims, and from him we learn that these robbers are well educated men, and when conversing among themselves use the English language. Their homes have not been located, but it is believed they came from some of the surrounding districts. At the beginning of last month the band held up a rich pawnshop, and after overpowering the inmates, carried loot away to the tune of \$16,000.

As our informant observes, "these men then galloped off and as a parting salute emptied their revolvers into the air." The affair has quite a smacking of cowboy life, and brings to mind the days when Australia and America were the homes of desperadoes.

Br'er Fortune.

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Many of the occupants of the watch towers in Dixie will keep an eye on Br'er Fortune for some time to come.—Chicago Chronicle.

D. E. Metzger who returned Saturday from a visit to McBryde plantation is very enthusiastic over the prospect of that enterprise. He says with sugar at its present price McBryde will have paid off half a million dollars of its indebtedness within a year.

N. B.—Every Bottle of genuine Chlorodyne bears on the Government stamp the name of the inventor, DR. J. COLLIER BROWNE. Sold in both 1/4d, 2s 6d and 4s 6d, by all chemists.
Sole Manufacturer, 33 Great Russell St., J. T. Davenport, London, W.

SHIPPING INTELLIGENCE

ARRIVED.

Thursday, Dec. 25th.
S. S. Sierra, Houdette, from San Francisco.
S. S. Nippon Maru, Greene, from San Francisco.
Stmr. Kaula, Bruhn, from Ahukini, and Koloa.

Friday, Dec. 26th.
Cable Steamer Silvertown, Morton, from San Francisco.
S. S. America Maru, Going, from the Orient.
Am. schr. Alsha, Fry, from San Francisco.
Am. schr. Helene, Christiansen, from San Francisco.

Saturday, Dec. 27th.
Stmr. Kinu, Freeman, from Hilo and way ports.
Stmr. Nihau, from Punaluu.
Am. bk. Mohican, Kelly, from San Francisco.
Stmr. Lehua, Naopala, from Molokai ports.

Sunday, Dec. 28th.
Stmr. Claudine, Parker, from Maui ports.
Stmr. W. G. Hall, S. Thompson, from Kaula ports.
Am. bk. W. B. Flint, Johnson, from San Francisco at 4 p. m.

Monday, Dec. 29th.
Stmr. Lehua, Naopala, for Molokai ports at 5 p. m.
Stmr. Ke Au Hou, Tallett, for Anahulu, Kapa, Kilauea, Hanalei and Kahiwa at 5 p. m.

DEPARTED.

Thursday, Dec. 25th.
S. S. Sierra, Houdette, for the Colonies.

Friday, Dec. 26th.
Stmr. Wainalea, Mosher, for Kaula ports at 5 p. m.
Stmr. Mikahala, Gregory, for Kaula ports at 5 p. m.
S. S. Nippon Maru, Greene, for the Orient at 11 a. m.

Saturday, Dec. 27th.
S. S. America Maru, Going, for San Francisco.
Stmr. Kaula, Bruhn, for Punaluu.
Stmr. Maui, Bennett, for Pahuau, Kula, Laupahoehoe and Papanaloa.

Sunday, Dec. 28th.
Cable-steamer Silvertown, Morton, to lay cable.

SAILING TODAY.

Stmr. Kinu, Freeman, for Hilo and way ports at noon.
Stmr. W. G. Hall, S. Thompson, for Kaula ports at 5 p. m.
Stmr. Claudine, Parker, for Maui ports and Pahuau at 5 p. m.

DUE TODAY.

Stmr. Mauna Loa, Simerson, from Maui, Kona, and Kau ports.

NEXT MAIL FROM THE COAST.
Jan. 2.—Per S. S. Zealandia from San Francisco.

NEXT MAIL TO THE COAST.
Dec. 31st.—Per A. H. S. S. Nebraska from San Francisco.

NEXT MAIL FROM THE ORIENT.
Jan. 3.—Per Pacific Mail S. S. Korea from Yokohama.

NEXT MAIL FROM THE COLONIES.
Jan. 13.—Per S. S. Ventura from Sydney, Auckland, Pago Pago and Fanning Island.

NEXT MAIL TO ORIENT.
Jan. 3.—Per Pacific Mail S. S. City of Peking from San Francisco for Yokohama.

HILO SHIPPING.

Departed.
Dec. 19.—Bktn. Quikstep, Mellen, for Gray's Harbor in ballast.
Dec. 23.—Bk. Martha Davis, McAllman, in ballast for Kailua to load sugar for San Francisco.

PASSENGERS.

Arrived.
Per stmr. Kinu, Dec. 27th, from Hilo and way ports.—C. L. Wright and wife, C. J. Fisher, Geo. Wilson, T. E. Balding, Mrs. T. E. Balding, Mrs. B. Balding, Mrs. J. Kaohulu, Miss M. Payne, L. A. Bartlett, P. Paroniznik, J. G. Clement and wife, Geo. F. Renton and wife, J. L. Renton, Geo. F. Renton, Jr., Master A. Renton, K. N. Tmai, J. E. Storey, T. R. Robinson, Miss Keneshaka, C. R. Crook, Max Lovens, H. M. Whitney, J. J. Lucas, and Lloyd Conkling.

Per stmr. W. G. Hall, Dec. 28th, from Kaula ports.—J. F. Haddock, J. H. Coney, E. E. Conant, Mrs. C. Blake, Mr. and Mrs. Kawamoto, W. Wright, W. H. Kinney, C. Blake, Mr. Tanaka, and F. A. Low.

Per stmr. Claudine, Dec. 28th, from Maui ports.—A. N. Kepolaki and wife, S. A. Crook, A. H. Crook, Miss Ryerson, Mrs. W. E. Beckwith, H. Howell, C. C. Henlon, Jno. Edwards and wife, Miss L. Joshua, Master H. Holt, C. W. Baldwin, F. Sing, M. Correa and wife, J. Vieira, Mrs. Vieira.

New Oil Burner May Arrive.

It was stated on the waterfront last night that an oil-burner would probably arrive from San Francisco today on her way to China, and would make the call here to replenish her oil storing tanks from the Iliwi tanks. The name of the vessel was not mentioned, but it was thought to be the Dollar Steamship Company's steamer Stanley Dollar, formerly the transport Egbert, which was to have left San Francisco for China on December 29, under charter to Castle Brothers.

Nebraska to Arrive Today.

The oil-burner Nebraska is expected to arrive at daylight today from Kailua to load sugar, bananas, and miscellaneous freight for San Francisco. She is advertised to sail for San Francisco on December 31, and will carry mail.

The Ship Wallaceton.

The Italian ship Wallaceton is to sail for Sydney in ballast at 10 o'clock this morning.

CAPTAIN WHITING HAS MADE CHANGES

Could Hear Admiral John P. Merry return to Honolulu now and pay a visit to his successor as commandant of the naval station, Captain Whiting, he would have a hard time in recognizing his old quarters, for the latter has ordered many changes there, and the office of the commandant is now a very cozy place.

Captain Whiting has moved lives since he arrived here. He has secured a new launch; had the naval station grounds beautified; and his own quarters in the upper story of the main station building are now almost luxuriously furnished. Every article of furniture is of highly polished oak, the floors are covered with expensive rugs, there is a system of private telephones extending to every portion of the station, and some of the staff have been moved from the upper story to the ground floor. Formerly there were two yeomen as clerks in the upper portion of the building, but these had to go to offices down below, leaving only Captain Whiting, Captain White and the commandant's clerk in the upper offices.

The commandant is making every possible effort to get as much utility and as much beauty as possible out of the station. He has decided to have a fountain built in the station yard. Captain Whiting looks after details very carefully. Sometime ago a flagpole was erected in the yard. From his office he could see that it was the merest trifle of a distance out of plumb. An order went forth immediately and the pole was quickly straightened.

TOWED TO SEA BY A SHARK

A harpooned shark towed a launch load of hunters far out to sea yesterday afternoon, and the line finally had to be cut in order that the party could return to the harbor. In the boat were Deputy Sheriff Chillingworth, Captain Flint, McDuffie, McKinnon and Chester Doyle. They went in the launch to the outer end of the channel, and after maneuvering for some time a big shark loomed up near them. Captain Flint threw a harpoon, which buried itself fairly in the side of the selachian. The big fellow at once dived, and the boat soon sped forward, although the line was paid out very fast. After enjoying the tow for several miles the line was cut. The deputy went overboard once, but was promptly rescued by his companions.

Inter-Island Freight.

The steamer W. G. Hall, arriving Sunday, brought a cargo of 5,210 bags of sugar, one hog, and 27 packages of sundries. The steamer Nihau returned on Saturday from a special trip to Punaluu and brought 6,719 bags of sugar. The Claudine, arriving Sunday from Maui ports, brought 22 sacks of corn, 25 bales of bags, 6 hogs, and 189 packages of sundries. The Kinu brought on Saturday 210 sheep, 47 hogs, and 167 packages of sundries. Purser Beckley reports the following sugar ready for shipment on Hawaii: Olua, 18,600; Wainaku, 3,500; Ooaka, 3,000; Kula, 2,000; Honokaa, 1,500; Kukuihale, 3,000; Punaluu, 9,527; Honouliuli, 2,700. The following sugar is reported on Kaula: K. S. M., 2,500; V. K., 900; Diamond W., 700; M. A. K., 6,072; G. & R., 1,613; McB., 11,783; K. P., 700; P. 300; H. M., 455.

Bark Mohican in Port.

The bark Mohican, Captain Kelly, reached port Saturday afternoon after an eighteen days' passage from San Francisco. She brought a full cargo and a deck load of 240 hogs. She discharged the hogs at the Railway wharf and will discharge the remainder of her cargo at the new Bishop Estate wharves.

Andromeda's Sale.

The Norwegian bark Andromeda, which is lying in the Row partially dismantled, was advertised in San Francisco to be sold at auction on the afternoon of December 19.

Duke of Fife's Rough Trip.

The British ship Duke of Fife arrived at Tacoma on December 17, after a very rough passage from Honolulu. She encountered a very rough gale off Cape Flattery.

Shipping Notes.

Fine weather reported on lee side of Kaula.

Heavy weather is reported along the Hamakua coast.

Captain Harry Flint was slightly injured by a fall at the Railway wharf.

The American ship Benjamin J. Packard is out 113 days from Norfolk for this port.

The ship Florence is now out twenty-eight days from Tacoma for this port with a cargo of coal.

The steamer W. G. Hall met with strong trade winds and choppy seas in crossing the channel from Kaula.

Nearly thirty-six vessels are either now on the way from or chartered to bring coal from Newcastle to Honolulu.

The Italian ship Wallaceton has received orders to sail for Sydney in ballast, and will probably leave port today.

The schooner William Nottingham is berthed at the Kekuanaa wharf where she will discharge her cargo of Newcastle coal.

The bark Edward May, loading sugar at Makaweli, had 12,350 bags on board on Saturday and will probably sail for San Francisco today.

Chamberlain's Cough Remedy loosens the cough, relieves the lungs and opens the air passages. It counteracts any tendency of a cold to result in pneumonia. It is unsuited for bad colds. It always cures and cures quickly. All druggists and grocers sell it. Chamberlain & Co., Ltd., agents for Hawaii.

MORE OF SHORE END IS LAID

(Continued from page 5.)
Some one of waiting and watching and said it was definitely known that the Silvertown had returned to the harbor, a man watched the tape for any call that might come from the vessel in connection with the cable. It should pick up the cable in the channel.

M. Raymond Barker, of the engineers' force of the Silvertown, with a half dozen men were left ashore for the purpose of seeing that the shore end was properly handled and to watch for any signals from the ship, and spent the day at the cable station.

FUTURE OF THIS STATION.

E. B. Hibberdyne, who is now one of the inspectors on the Silvertown watching the laying of the cable in the interest of the company, will be the electrician in charge of this station, in connection with the cables between this city and San Francisco and between here and Manila as well. It has been reported that for a station ship the company would send out the Mackay-Bennett, the ship now used on the Atlantic coast. This vessel was built in the Clyde especially for the station where it is placed and it is not thought by the men here for the company that it will be spared. This ship is only of 2000 tons and it is expected that a larger vessel will be used for the long distances which will have to be covered on this line of the cable.

The belief is that the company will soon start a ship out from England for service here. The fact that the Mackay-Bennett is of the English register and yet is able to work in New York and other American harbors, would indicate that it is not necessary that there should be an American ship for the work.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. Tug Iroquois, Rodman.
U. S. S. Solace, Singer, San Francisco, Dec. 18.

CABLE STEAMER.

Silvertown, Br. stmr., Morton, San Francisco, Dec. 26.

MERCHANTMEN.

(This list does not include coasters.)

Alden, Essex, Am. bk., Kessell, San Francisco, Nov. 6.
Andromeda, Nor. bk., Rotter, Iquique, Sept. 23, in distress.
Archer, Am. bknt., Hanson, San Francisco, Dec. 4th.
Aloha, Am. schr., Fry, San Francisco, Dec. 26.
Bille, Ger. bk., Dade, Leith, Dec. 22.
Fooning Suey, Am. bk., Willett, New York, Dec. 22.
Helene, Am. schr., Christiansen, San Francisco, Dec. 26.
Jos. L. Evislon, Am. bknt., Ramellus, Newcastle, Dec. 21.
Mauna Ala, Am. bk., Smith, San Francisco, Dec. 13.
Mohican, Am. bk., Kelly, San Francisco, Dec. 27.
R. P. Rithet, Am. bk., McPhail, San Francisco, Nov. 11.
Rosamond, Am. schr., Johnson, San Francisco, Dec. 1.
S. C. Allen, Am. bk., Johnson, Seattle, Dec. 22.
S. G. Wilder, Am. bknt., Jackson, San Francisco, Dec. 21.
S. N. Castle, Am. bknt., Nilson, San Francisco, Dec. 1.
S. D. Carleton, Am. sp., Amesbury, Tacoma, Dec. 13.
Star of Bengal, Am. bk., Henderson, Newcastle, Dec. 17.
Schr. G. W. Watson, Marsters, Schr. Mocha Nelson, Christensen, Wallaceton, Ill. sp., from London and Calcutta.
W. H. Marston, Am. schr., Curtis, San Francisco, Dec. 8.
William Nottingham, Taylor, Newcastle, Dec. 22.
Willcott, Am. bk., Macdon, Hongkong, Dec. 21.
W. B. Flint, Am. bk., Johnson, San Francisco, Dec. 25.



Storm-proof, effective, for ventilating factories of all kinds, public buildings, residences, etc.

Merchant's Metal "Spanish" Tiles

Ornamental, Storm-Proof, Easily Laid

These tiles are recommended by leading architects, engineers and builders of first class buildings. Merchant's "Gothic" Shingles, copper, galvanized steel screw plates. Send for illustrated book let of our specialties, mailed free upon application. MERCHANT & CO., Inc., Sole Manufacturers, 517 Arch St., Philadelphia, Pa.

THE NEW FRENCH REMEDY. THERAPION.

This successful remedy used in the Continental Hospitals by Bernard, Bostan, Robert, Velpeau, and others, cures all the diseases of the urinary tract, such as gonorrhea, cystitis, urethritis, and all complications. It is a powerful diuretic and antiseptic, and is the only remedy that cures the disease without causing any harm to the system. It is the only remedy that cures the disease in a few days, and is the only remedy that is safe for the most delicate patients. It is the only remedy that is the result of scientific research, and is the only remedy that is the property of a French chemist, M. J. B. Bostan, of Paris. It is the only remedy that is the result of scientific research, and is the only remedy that is the property of a French chemist, M. J. B. Bostan, of Paris.

ACCUSES W. H. WRIGHT

Kauai Man Is Held to Next Grand Jury.

Walter A. Wright was yesterday held by Judge De Bolt to the Kaula Grand Jury to answer for the alleged embezzlement of \$2,500 in Government funds during his service as deputy tax assessor on the Garden Isle.

All through the preliminary hearing yesterday there was a disposition to shift the crime to the shoulders of the defaulting Treasurer, W. H. Wright, who is a brother of the defendant, and while there was no direct charge to that effect, it was stated that the Treasurer had condoned the offense and agreed to make the amount good. What was glaringly apparent was the fact that Treasurer Wright knew of his brother's trouble several months before his flight, and had intended to conceal the fact and make good the shortage.

E. K. Conant, the tax assessor for the Island of Kauai, told the whole story of the embezzlement in court yesterday morning. He was brought over from Kauai for that purpose and occupied the witness stand for several hours. He testified that the shortage had been discovered by him about July 1st, he having received an intimation at that time from Wright's bondsmen that there was something wrong. It developed also that Treasurer Wright was there at the time the discovery was made and went over the books with Conant.

Conant said that Mr. Gay and Jas. Cooke had told him that there was something wrong with the deputy assessor's accounts and with that intimation he had overhauled the books. "When had you overhauled the books previous to that?" asked Attorney E. C. Peters on cross-examination.

"That was the first time," "Who was with you at the time?" "Wright was not present then; we went to Wainalea from Koloa; Treasurer Wright and myself; but neither W. A. Wright nor his books could be found. We sent messengers out for him and about 3 o'clock he came in. We discovered a shortage in the accounts of \$2,548.60 and told Wright of this. Treasurer Wright assisted in the examination of the books.

"Your superior, isn't he?" "Yes."

"You mean he was at that time," interrupted Assistant Attorney General Douthitt, adding: "Two Wrights don't make a wrong."

Mr. Conant then explained how the shortage was discovered, saying he had made up the amount collected from the receipt books, and had known how much cash had been handed to him. Peters asked him how he happened to have the receipt books in his possession, as it was explained that the subpoena had called upon him for only such documents, and Conant replied that he was looking over the books preparatory to the hearing of his suit against Wright's bondsmen to be held on January 9th before Judge Hardy.

"Treasurer Wright went over the books first," said Mr. Conant, "and then I went over them. We both arrived at the same conclusion. Then we saw W. A. Wright, and he said he had I. O. U. sufficient to make the whole amount good. He gave me one for \$115 which was collected, and one for \$1,650 which I still have. The notes amounted altogether to about \$28 more than the shortage. The \$115 note was collected by Treasurer Wright, and he turned the money over to me, and I returned it to him then. The Treasurer of the Territory said he would make the shortage good. No; I never did anything until after W. H. Wright skipped, and then had Wright arrested upon the advice of the Acting Treasurer.

Conant admitted that the Treasurer had agreed to make the shortage good and said that he had received letters from him to that effect, but unfortunately they had been destroyed. Judge De Bolt refused to allow further questioning as to the Treasurer's part in the alleged embezzlement, holding that if a crime had been committed it could not be wiped out by making it good, or by any forgiveness. Conant stated also that his deputy had collected \$643.99 on the I. O. U. which had been sent to Treasurer Wright, but for which he had received no receipt, and consequently gave none to Walter Wright. This he said was in pursuance of an agreement with the Treasurer, that no Treasury receipt should be given until the whole amount had been made good. Conant explained further that the note for \$1,650 given him to make up the shortage was by Walter Wright, and signed by Sun Kwong Sing, was found to be of no value, and the alleged signer denied ever having given it. He testified further that Wright had afterwards admitted it to be no good and he was of the opinion that the note was a forgery. The I. O. U. was introduced in evidence, being written on a slip of paper torn from a memorandum book, and dated at Hanalei, June 25th, 1902.

Peters was trying to show that the fact of the acceptance of these notes in lieu of cash by Treasurer Wright negatived any embezzlement, but the court would not allow this.

Sheriff J. H. Cony was then called and related a conversation he had with the defendant in the presence of Mr. Douthitt and Mr. Conant. This conversation was related about as follows:

Prejudice More Deadly Than Poisons

HERE are many persons today, who are sick, —dying maybe, given up by doctors, who can be cured by Nature's own remedy Kickapoo Indian Sagwa. Many are being rescued every day almost from the jaws of death by this wonderful restorer of the liver, kidney, heart and stomach. Don't turn away from this, your salvation, because

KICKAPOO SAGWA

GUARANTEED AND ENDORSED is advertised. Remember prejudice kills more people than poison. Thousands of men and women testify that they have been cured of nervousness, dyspepsia, heart disease, liver and stomach trouble, by Kickapoo Indian Sagwa. The word of these people is good in their own community among people that know them best, for clothes, food or money. Is not that word just as good when it testifies for a medicine? If you are sick, investigate the fact. Diseases of the heart, stomach, lungs, nerves and blood are cured by Sagwa. The Hand of Help is held out to you. Sagwa is guaranteed to do as claimed or money refunded. You can lose nothing by giving it a trial. At all druggists.

ROBRON & CO. DISTRIBUTORS

"For your private use?" "Yes."

"Did you take it from the tax funds?"

"I did."

"I thought my brother would fix it up. It came from the general tax collectors."

"What about this I. O. U. for \$1,650?"

"There was nothing to it. This man didn't owe me money; I made it out myself."

Cony told also of the final arrest and examination.

Mr. Peters then moved for the discharge of the defendant on the ground that the prosecution had not proved any embezzlement. Judge De Bolt promptly overruled the motion, and Peters then stated that he would offer no evidence at this time. With that the court ordered the defendant held to await the action of the Grand Jury at the March term of the Kaula Circuit Court. Judge De Bolt stated that he considered the evidence sufficient to be put before a jury for its consideration. The bond was fixed at \$2,500 and given immediately with the same surety as before.

Prisoners Thank Friends.

An elaborate testimonial from some of the prisoners of Oahu jail, prepared in semi-engrossed style by the author, Jean Sabate, has been sent to Christian workers in Honolulu. It thanks them for their labors at the jail, is full of edifying texts and sentiments, and is signed by Charles A. Heffernan, Samuel Bauey, Sam Pookalani, Jean B. Sabate, George H. Wade, Frank C. Henry, Solomon Kueke, Kakaia, Wm. Stalley.

Lawyer Brooks will save that \$250 bail money. The Chinese client, on whose bond he went several days ago for that amount, and who later disappeared, was given up to the police by another Chinaman last night.

Officer McDuffie made a tour of some Chinatown joints last night and arrested fifteen Chinese.

NELSON HAD BEEN IN PORTO CABELLO

"What news had you heard from Porto Cabello? I was once there," asked Captain Nelson, a waterfront character, who pilots the little schooner Ada around the Islands with cargoes of rice, yesterday. "I would like to know, for I know already that their fellows keep on fightin' until there ain't no more left to fight."

"I was there once at this place that was bombarded by English and Sherman. It was a long time ago. There's a blockade on, then. I was in a Sherman ship. It was blockaded, but a Sherman war ship towed us into the harbor and we laid there one month and no work, as everyone was fighting ashore. We anchored in the middle of the harbor between the town and a fort on a sort of little island. While we were there the fort bombarded the town, and the balls went right over the ship.

"Sometimes we go ashore, and then we see lots of fun. There wuz noomerus little parties a navigatin' themselves around the streets, breaking windows and amusing themselves like. Some parties had yellow, some white, and some blue bands around their hats, and they tell us each color looks like a president which each party want. They meet in street. Everyone is out of his latitudes. One feller say few words. Then all pull long knives and guns and start up and leave one or two feller dead in street. These small slideshows go on half a dozen times each day until they get tired and stop, but I think they never stop for good. They're born to fight, and when a feller's born to fight no kind of president can keep him from it. They're all Spaniards mixed with Indians, with a Dago thrown in between, so that their nationality is like the sailor who drank whiskey and gin together. It's mixed, and they'll be fightin' until it's straightened out, and only one kind will be left."

The United States is beginnin' a protestin' arm raised aloft of these little republics, but you can bet your boots we better keep a marlin spike in that hand to drop on the republics if they

decide every two weeks dat a new president is required. Then they got big business houses there. Dese houses get all de money dey can from one president. When he's broke, they go out on street and say new president. Some other fellow say the same and then the fun starts. Then English and Sherman step in. Dey get an indemnity and a custom house each, and the fun goes on again. It's like a four times every day show.

"United States much better drop the Monroe Doctor. Let the republics set up their own doctor, and maybe they get a medicine that cure 'em quicker. It's a cheap country to live in, but it ain't big enuf. It's too small to hold all the fighters, and so it rolls a great deal. It's like a schooner. You make a thin one and she rolls much, but you take one like the Ada with one wide beam and she is so steady as a church."

BY AUTHORITY.

Auction Sale of Delinquent Sugar Stock.

ON SATURDAY, JANUARY 10, 1903, at 12 o'clock noon, at my salesroom, 65 Queen street, Honolulu, I will sell at Public Auction by order of the Treasurer, Mr. Elmer E. Paxton, the following certificates of stock in the Olua Sugar Co., Ltd., unless the 23rd assessment due October 21, 1902, and delinquent December 21, 1902, with interest and advertising expenses is paid on or before the day and hour of sale at the offices of The B. F. Dillingham Co., Ltd., Stangenwald Building, Honolulu:

Certificate	Name	No. of Shares
583	R. W. Sharpe	67
968	Miss Whitman	5
1025	Louis S. Gear	25
1267	W. F. Howard, trustee	10
1572	1579-1648—Mrs. M. F. Scott	250
1587	Jou. I. Silva	25
1905	M. F. Scott	48
1990	J. B. Rohrer	150

Honolulu, October 22, 1902.

ELMER E. PAXTON, Treasurer.

JAS. F. MORGAN.

4448—Dec. 30; Jan. 2, 6, 9.

MORTGAGEE'S NOTICE OF INTENTION TO FORECLOSE AND OF FORECLOSURE SALE.

In accordance with the provisions of a certain mortgage made by John D. Holt, Jr., to Mary E. Soper, dated December 16th, 1898, recorded Liber 187, page 150, now held by Wailua Agricultural Company, Limited, as assignee, notice is hereby given that the mortgagee intends to foreclose the same for condition broken, to wit: non-payment of both interest and principal.

Notice is likewise given that after the expiration of three weeks from the date of this notice, the property covered by said mortgage will be advertised for sale at public auction, at the auction rooms of James F. Morgan, in Honolulu, on Saturday, the 24th day of January, 1903, at 12 noon of said day.

Further particulars can be had of W. R. Castle, attorney for mortgagee.

Dated Honolulu, December 23rd, 1902. WAILUA AGRICULTURAL COMPANY, LIMITED, Assignee of Mortgagee.

The premises covered by said mortgage consist of:

- 1st. One undivided ninth share in the property and estate of Owen J. Holt, deceased.
- 2nd. One undivided twenty-seventh share in the Estate of R. W. Holt, deceased, which estate covers amongst other property, the following tracts of land:
 - The Ahupuaa of Panala in Wailua, Oahu, Apana 34 of Royal Patent 4475, in L. C. Award 7113, said to contain..... acres.
 - The Ahupuaa of Makaha, Wailua, Oahu, Apana 5 of Royal Patent 4243, in L. C. Award 10618, said to contain..... acres.
 - Grant 235, Kananani, Wailua, 35 acres.
 - Grant 238, Kananani, Wailua, 35.8 acres.
 - Grant 421, Pahuau, Wailua, 100 acres.
 - Grant 972, Wailua, Wailua, 1903 acres.
- Excepting 40 acres said Jones.
- A lot in Wailua, Oahu, 9.99 acres, said to be now fully set forth in deed of J. W. Holt, Liber 16, page 55.
- Interest of said Owen J. Holt in premises in Grant 1092, Wailua, Wailua, 100 acres, covered by deeds recorded in Liber 20, page 418 and Liber 41, page 158, dated Dec. 29, 1902, Jan. 8, 9, 10, 11, 12.